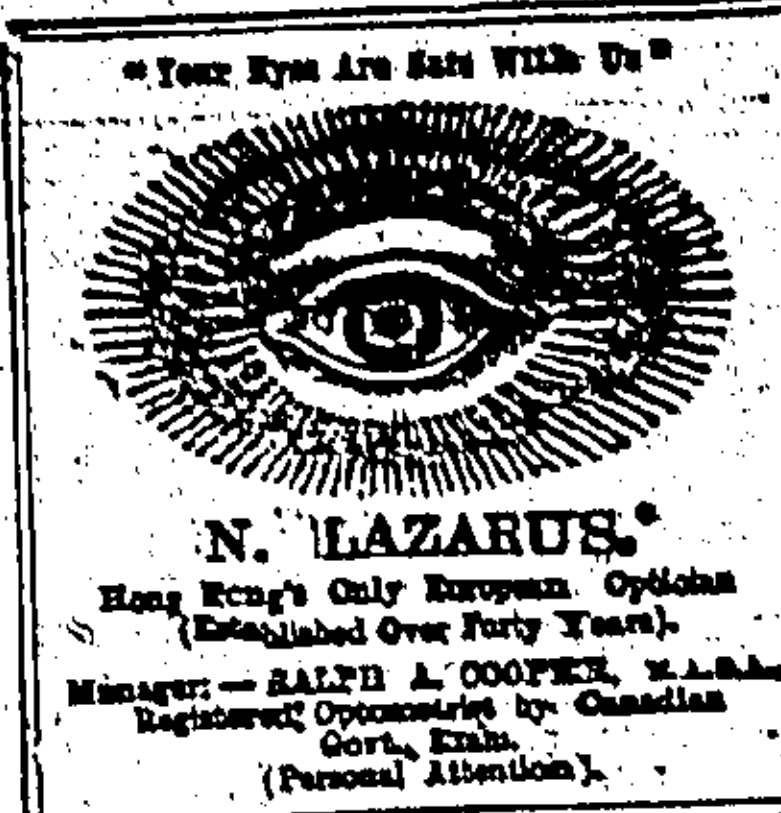


MAISON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 22,057 號拾伍零仟貳萬式第 日柒拾月巳己 HONG KONG, WEDNESDAY, MARCH 27, 1929. 叁拜禮 日柒廿月叁年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Kowloon Dep.	6.40	8.05	8.30	9.05	9.15	10.00	12.10	1.15	1.35	1.35	2.45	4.30	5.40	7.55										
Yamat Dep.	6.49				9.25	10.05	12.15	1.20		2.41		4.35	5.45	7.44										
Shatin Dep.	7.01				9.38	10.20	12.30	1.34		2.53		4.50	6.00	7.55										
Taipei Dep.	7.15				9.53	10.35	12.43	1.45		3.08		5.04	6.13	8.09										
Market Dep.	7.20				10.10	10.87	12.47	1.52		3.10		5.05	6.15	8.13										
Yamat Dep.	7.30				10.10	10.47	12.47	2.02		3.20		5.15	6.27	8.23										
Shatin Dep.	7.41		9.07	9.45	10.15	10.52	1.02	2.07		3.25	3.24	5.23	6.33	8.27										
Shatin Arr.	7.41	8.45	9.13	9.51	10.21	10.58	1.08	2.13	3.05	3.31	3.30	5.23	6.33	8.35										
Canton Arr.		12.05			5.48					6.20														

WHIPPET

FOURS & SIXES

INCREASED POWER
LONGER WHEEL BASE
CHROMIUM PLATED RADIATORS
LONGER SPRINGS
GREATER BEAUTY
And LOWEST PRICES in their respective classes

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

A NEW A.J.S. ENTERPRISE.

ENTRY INTO THE COMMERCIAL VEHICLE FIELD.

Profiting by the experience gained during the construction of well-known every type of sidecar chassis, Messrs. A. J. Stevens & Co. (1914), Ltd., of Wolverhampton, have now extended the scope of their operations to the building of a chassis suitable for adaptation to the requirements of a motor bus or motor lorry. And judging from the completeness of the specification of the new chassis and its very satisfactory behaviour throughout a series of drastic tests to which it was subjected in the Peak district of Derbyshire, the makers have successfully surmounted the difficulties which confronted them in their new venture.

The tests were carried out with a chassis designed for use with a 26-seater bus body, intended for long distance journeys at high speed, such as on the London-Edinburgh service.

Special Plant.

Simultaneously with the preparation and installation of special machinery for the manufacture of the chassis the Wallsall Street branch of the firm is now engaged upon the construction of charabanc and bus bodies, and will shortly be in a position to deliver motor buses, charabancs or lorries completely equipped for the road.

Six-cylinder Engine.

The very comprehensive nature of the specification is evident from the following summary, and this completeness of detail, together with the straightforward layout and robust construction of all the parts, combine to ensure the maximum of efficiency and reliability.

Briefly, the specification shows the six-cylinder engine to be of the overhead valve type, with a capacity of 4,800 c.c., and capable of developing 64 h.p. at 2,000 r.p.m. The crankcase is of aluminium, and the connecting rods of duralumin, with a forged steel flywheel. The pressure feed lubrication is by gear pump, with a silent chain drive to camshaft, magneto, dynamo and water circulating pump. Ignition is by Watford high tension magneto with vernier adjustment to 1 deg. of desired position, and the carburettor is of the Solex type with Autovac feed from thirty-gallon side tank. The radiator has a "Y" shaped front with separate outer shell, and water circulation is by centrifugal pump with easily packed gland. Pump and dynamo are in tandem.

The clutch is a 14in. single dry plate type, placed as to be easily accessible. The gearbox is integral with the engine and provides for four speeds and reverse. It has central change, and power-take-off is provided for speedometer drive and mechanical type pump. The 2-piece tubular propeller shaft has self-aligning centre bearing, supported on special insulated trunnion, and the rear shaft has Hardy's Spicer joints.

The front axle is a nickel steel stamping of large section to withstand braking torque, the hubs being fitted with taper roller bearings. The steering gear is of the Marles type, R.3 cam and roller, with central controls and 19in. steering wheel. The Dunlop disc type wheels are secured by ten studs, twin wheels are used at the rear. Spare wheel with tyre is part of standard equipment. All tyres are 36in. by 6in. pneumatic.

Four-Wheel Brakes.

The deep section frame is of pressed steel and the channel side members are arched over the rear axles and at the front to permit low floor level, the whole being rigidly supported by the heavy section cross members. An understating worm drive with 7in. centres operates the rear axle, and the differential and drive are housed in a 14in. drop forged axle casing. Six brakes, 15in. dia. front, and 20in. dia. rear are fitted. The four-wheel brakes are operated by Dowdall vacuum Servo system.

The road springs are of chrome vanadium steel, and have been specially designed to ensure extreme comfort; they are 3in. wide at the rear, 2 1/2in. wide at the front. Specially designed bumpers are fitted as standard.

The equipment is very complete, and includes a 12-volt electric lighting set, with two large head lamps and dip and switch device, two lamps, mounted on the wings, tail lamp, electric self-starter, speedometer and mileage indicator driven from gearbox, etc.

The overall dimensions are as follows:—
Length 22ft. 8 in.
Width 7ft. 4 in.
Dash to end of frame 17ft. 11 in.
Height of frame loaded 23 1/2 in.
Width of frame at rear 3ft. 3 1/2 in.
Wheel-base 15ft. 6 in.
Wheeltrack 5ft. 10 1/2 in.
Ground clearance up to rear axle 10 1/2 in.
Ground clearance under rear axle 9 in.

Messrs. Alex. Ross & Co., Ltd., are the local A.J.S. agents.

NEW CHEVROLET "SIX."

DEALERS' CONVENTION IN JAPAN.

By making the formal presentation of a wide range of models of the 1929 six-cylinder Chevrolet at the Central Public Hall, Nakano-shima, Osaka, before 300 distributors, as well as from the country as well as from Chosen, Taiwan, Manchuria and China, 50 associates and 50 Pressmen, in as convincing a way as they know how, the General Motors Japan Limited, brought home to the audience and those who are interested in automotive vehicles, what systematic and well-laid salesmanship and publicity could do.

Starting at 1 p.m. sharp, several different models of the new six-cylinder Chevrolets, were shown on the stage on an elaborately designed stage setting, and by means of a turntable upon which each automobile was placed, the car was slowly turned round, while one of the officials of the Company explained the fine points of each model.

New Improvements Explained.
The fact that phenomenal improvements had been incorporated in all models of the Chevrolet, became apparent to even a layman. One of those present remarked that from the dignified look and the streamline effects of designs in the Chevrolet sedans, one would hardly think they are of an inexpensive type.

This over, the entire party was taken over to the General Motors plant, where they were shown a three-act play—demonstrating what clever salesmanship could do. In this show case was exercised so that the salesman did not hand to his prospective customer a mere line of chatter. The idea was to coach the dealers on the paramount importance of landing a satisfied and permanent customer.

The party was then shown through the plant, enabling them to see for themselves how cars are assembled and built, out of greased-coated parts, hauled across the Pacific.

WAR ON MOTOR BANDITS.

"FASTER CARS FOR THE POLICE."

An intensive police campaign against car bandits will result if suggestions made by Scotland Yard are accepted by the Treasury. The difficulties of the police in tracking the bandits have frequently been due to the fact that the cars which the police commandeered have not been of an up-to-date character, thus enabling the criminals with faster cars to escape. It is the desire of the authorities to equip the Flying Squad with more of the speedier type of cars which they already possess.

It is also suggested that the squad, which now consists of 40 officers, should be increased to 60. This number would enable the mobile squad to be distributed over larger areas in the Metropolis. There is another proposal that in view of the enormous number of new housing estates built since the war, with the areas and streets which must have police surveillance, officers should be provided with motor-cycles or other means of quick conveyance.

MOTOR NOTES

FIRST "STRAIGHT EIGHT" BUS.

MOTOR-DRIVEN FUEL PUMP.

FOUR-WHEEL VACUUM BRAKES.

America's first bus chassis, powered by a straight eight motor, is announced by the Studebaker Corporation of America.

Finer performance, smoother operation and greater stamina is claimed for the new buses which are offered in two sizes—158-inch and 184-inch wheelbases and in three types.

These include the 158-inch straight eight Junior Chassis Model 77 with single or dual rear wheels, the regular straight eight 184-inch Special Chassis Model 88, single or dual rear wheels, and the 184-inch straight eight Heavy Duty Chassis Model 99. Standard bus models are the 22-passenger Seminole Observation Parlor Car and the 31-passenger street car bus.

Some of the more important features of these new buses are: a 415 horse-power straight eight motor; dual carburetion which in effect gives two carburetors and two manifolds each feeding four cylinders; a semi-automatic choke; large over-sized generator; sturdy mountings; motor driven fuel pump; improved and heavier fan mounting; weather proof ignition. Three or four speed transmissions are optional.

A Grueiling Test.

The motor used in the new bus possesses additional refinements which gives it even greater stamina and all-around performance. That it already possesses stamina to an unusual degree has been conclusively proved by its record-breaking runs under American Automobile Association supervision at the Atlantic City Speedway, when two President Straight Eight Roadsters travelled 30,000 miles in 56,336 and 28,329 consecutive minutes respectively.

The chassis is unusually strong and provides extra factors of safety and strength throughout without sacrificing riding comfort. On the 184-inch Special and Heavy Duty chassis; there are two tubular cross members and five pressed steel cross members. On the 158-inch Junior chassis there is one tubular cross member and five pressed steel cross members. The frame is made of high quality pressed steel. Its maximum section is 8.1-18-inch in height, 3-inch flange width and 7-3/8-inch thick.

Heavier and wider springs carried in extra heavy shackles with big spring bolts are an important contribution to riding comfort. The rear springs are 56 inches long and 3 inches wide and the front springs are 35 inches long and 2 1/2 inches wide. They are of the semi-elliptic type. A feature of the braking system is one which affords increased ease of braking action and greater driving safety is the use of Westinghouse vacuum brakes as a unit in the four-wheel brake system.

Operating as a unit these brakes require only one-third of the normal pedal pressure to operate. This reduced pedal pressure is especially desirable in street car type service as well as on inter-city routes because it materially reduces the physical energy required for full braking efficiency.

The Hong Kong Hotel Garage are the local Studebaker agents.

COLOUR-BLIND MOTORISTS.

STATEMENT AT TRANSPORT INQUIRY CORRECTED.

Mr. Mervyn O'Gorman, the vice-chairman of the Royal Automobile Club, who, when giving evidence before the Royal Commission on Transport, urged the abolition of the use of red as a warning or danger signal to motorists because 92 per cent. of the male population were partially or totally colour-blind, has since written to the Commission apologizing for a slip in missing a decimal point. The proportion should be 2.5 per cent.

Mr. O'Gorman also points out that there are a few colour-blind women—about one-fortieth of the number of males, thus strengthening his plea against relying on colour as a danger sign on the roads apart from form. From 71,994 men examined, he adds, 2,653 were found to be colour-blind. Expanding this figure for the 7,000,000 drivers (including cyclists) in England, some 250,000 persons, of whom the great majority were unaware of their defect, were unwarned by mere colour, or were less clearly warned than the authorities expected and believed.

SLIPPERY ROADS IN ENGLAND.

ADVICE TO LOCAL AUTHORITIES.

The Minister of Transport is sending to all highway surveyors and engineers a circular letter on slippery road-surfaces, a subject which causes equal anxiety to road engineers and road-users. In 1925 a letter was addressed to all county surveyors calling their attention to the urgency of the problem, and the great expansion of road transport since then has added to its importance.

The new letter, which is addressed by the Chief Engineer to the Ministry to the surveyors and engineers, deals in the first instance with the construction of asphaltic and bituminous roads, which has been the subject of prolonged discussion with various professional and technical bodies. As the result of these investigations the Minister has arranged for the publication, through the British Engineering Standards Association, of seven specifications which represent the best practice of the day and which should henceforth be adopted by local authorities who wish to obtain grants from the Road Fund for these classes of work.

It must be recognized, however, states the Minister, that the condition of the road surface is only one of many contributory causes of danger, and that, whatever care may be exercised in the choice of materials, the road will still be subject to the vicissitudes of climate, snow, frost, sleet, and hail, besides being liable to miscellaneous droppings from engines and vehicles of all descriptions. That roads can afford an equally secure grip or foothold in these widely varied circumstances is more than can be expected.

In the second part of the letter advice is offered to local authorities as to the best methods of dealing with existing carriageways by means of surface dressing and gritting. Here, again, the aim is to encourage the general application of the processes which recent experience has proved to be the most effective. Local authorities who desire to avail themselves of Road Fund grants will be expected to adopt these methods. In a progressive scheme such as road engineering future modifications of practice may be found advisable, and in that event amended recommendations will be issued.

The letter proceeds to advocate the "banking" of curves in order to minimize the risk of side-slip at bends in roads. Emphasis is also laid on the desirability of reducing the steep camber which still characterizes some of our older highways. A special plea is made for the more careful maintenance of roadside wastes and verges, which are too often littered with road materials and rubbish, or rendered dangerous by irregular ditches and hollows, thus having legitimate cause of complaint to riders of horses and drivers of cattle, who are debarrred from, or hampered in the use of, facilities to which they are fairly entitled.

Much perplexity has been felt by road-users as well as highway authorities upon the vexed question of slippery roads, and Colonel Ashley feels confident that the issue of authoritative recommendations based on the most approved modern practice will prove generally useful, and be generally welcomed.

The letter contains the following: "Having regard to the paramount importance of securing the safety of the travelling public, in so far as this is dependent upon the state of the road surface, the Minister is confident that local authorities will not hesitate to incur expenditure for this purpose, and I am to take this opportunity of reminding you that where grants towards maintenance are made from the Road Fund, expenditure of this kind is accepted as ranking for grant."

NOVEL THIEF TRAP.

TYRE TEST OF 1,000,000 MILES.
Nearly one million miles have now been covered in twelve months by the fleet of motor cars, heavy vehicles, motor cycles, and cycles which is continually issuing from Fort Dunlop, Birmingham, to try out tyres on every sort of road.

The most dramatic test made was carried out, at the request of the police, with a spiked mat for stopping thieves escaping by motor-car. The mat effectively punctured all four tyres, which were of the wired variety, at speed, and, although they instantly went flat, not one of them left its well-base rim nor did any dangerous consequences ensue either to the mock "criminals" in the car or to those watching them.

The actual distance covered by the whole fleet was 920,000 miles, and by night or by day there was at least one of its units upon the highway throughout the year.

ROYAL COMMISSION ON TRANSPORT.

MOTORISTS' EVIDENCE.

Evidence was given on behalf of the Automobile Association by the Secretary to that body, Mr. Stenson Cooke. Among A.A. recommendations are the following:—

- A national programme for a higher standard of arterial or trunk roads, with provision for footpaths for pedestrians and grass verges or tracks for horses and cattle.
- The sterilisation of land along all important roads to prevent building encroachments on space needed for main traffic arteries.
- Drastic reforms in the present methods of financing road costs out of income-cost of new works to be capitalised and Government to review the whole question of road expenditure with a view to properly adjusting the burden over the whole community.
- Complete co-ordination on the part of all concerned with highway administration.
- Building lines to be defined on all important roads and streets throughout the country.
- Need for restricting within reasonable limits the closing or interruption of highways for purposes of repair or underground works.
- More systematic cleansing and scavenging of roads—particularly at week ends.
- Abolition of all private interests (with reasonable compensation) in highways, bridges and ferries.
- Joint consideration by Government Departments of all matters affecting roads and road traffic—information circulars to be available to everyone concerned with the administration of roads.
- New legislation providing *inter alia* for the abolition of the 20 mile limit and revision of the law as to dangerous driving and making "joy riding," i.e., the unauthorised use of motor vehicles, a definite offence.
- Increase of parking facilities for motor vehicles in all towns.
- All vehicles to be required to pull up on the near side.

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

NEW ESSEX CAR.

MANY IMPROVEMENTS.

Essex the Challenger is the name of the new Essex car, and it is stated that it has a speed of 70 miles an hour.

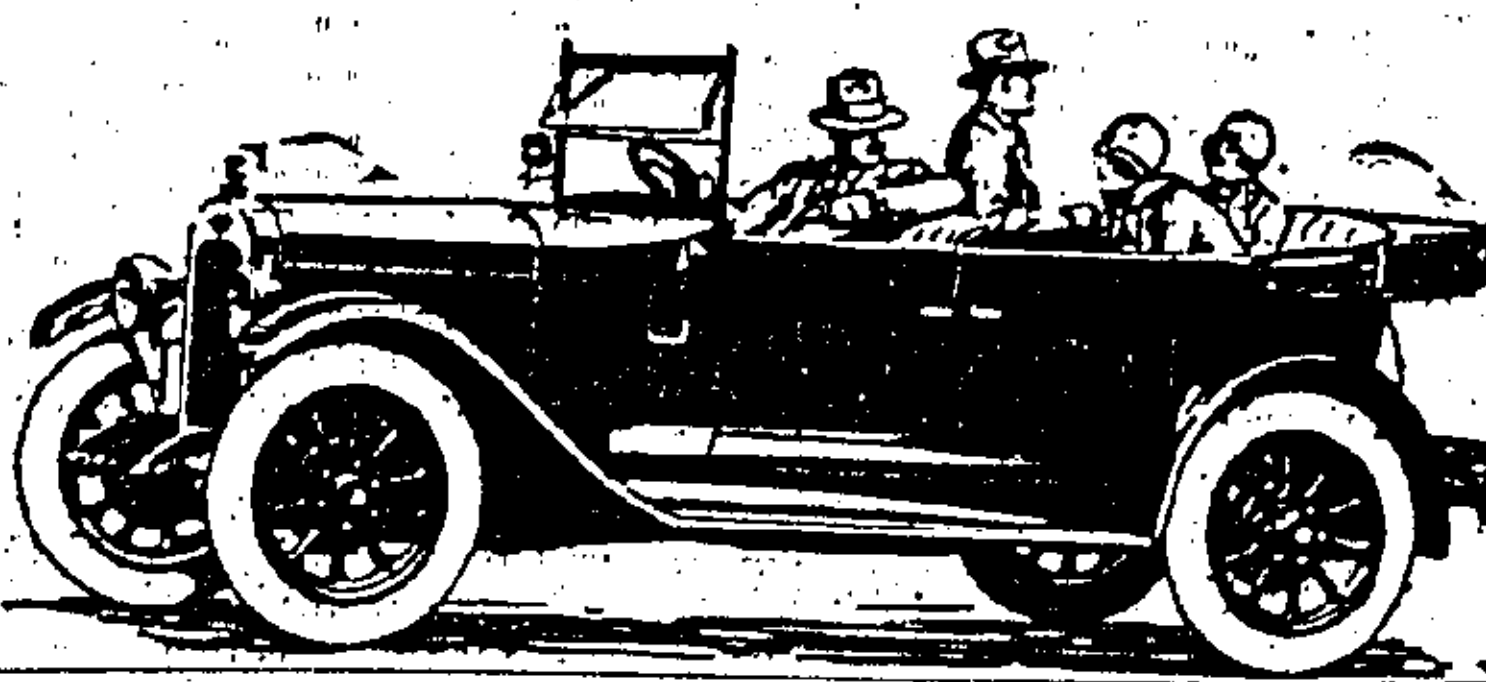
The bore of the engine has been increased to 2 1/2 in. and the capacity is 2,638 c.c. It is said that the power has been raised by 24 per cent., and that 55 h.p. is given off. Higher speed and more flexibility are claimed, due to the larger bore, higher compression, heightened valve lift, a new cylinder head and combustion chambers, improved valve timing, new position of the sparking plugs, a new lubrication system, better cooling, an improved silencer, and so forth. There are now automatic and manual heat controls for the carburetor, a new vacuum booster which works on the Venturi principle, which facilitates starting and the answering of exceptional calls on the engine power. The new main connecting-rod bearings are oiled in a different way, and there is a larger capacity oil pump. The crank-case oil reservoir is in two

sections, and there is an electrical gauge on the instrument board which shows the level of the oil in the crankcase. The steering-gear is new and is adjustable to the driver's height. A fresh system of completely covered four-wheel breaking has been adopted, and is of the two-shoe type with moulded composition blocks instead of textile linings. Brake regulation can be done by hand.

There are seven different types of body—a tourer, a roadster or two-seater, a coupé, a convertible coupé, a coach, a standard saloon, and a town saloon. The convertible coupé and the town saloon are new models. The front and rear seats of the saloons and the coach can be adjusted by a large screw placed between the seats, and when the lengthwise movement is altered the tilt of the seat cushion, in accordance with the change in the position of the seat, is altered automatically. Among the body details to which attention may be called are the doors, which are sealed by covered tube rubber. The windows have sponge rubber strips, which support the glass on three sides to prevent rattles. Narrow corner posts give increased visibility, and the interior reflecting mirror has plate glass, which is tinted to minimize dazzle from the glare of the sun or bright head lamps approaching from the rear.

Studebaker

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4758.



Why an Austin?

- Because the Austin is a really high grade, light Car. It is luxuriously equipped and economical to run and can be relied upon to achieve the high re-sale figure an Austin always commands.
- Because the number of Austins on the road prove that thousands of people have found them the finest value on the market.
- And because, of all the unsolicited testimonials we receive yearly, 60 per cent. are in praise of the economy of the Austin.
- Ask a friend who owns an Austin. He knows.

Terms of payment arranged to suit the buyer.

AUSTIN 12 " " \$2,675.00

ALEX. ROSS & CO. (CHINA), LIMITED.

OFFICE: PRINCE'S BUILDING, HONG KONG.

TELEPHONE: C. 2487.

GARAGE AND SHOWROOM: KOWLOON (Next the Ferry).

TELEPHONE: K. 1486.

MOTORING GIPSIES.

GROWTH OF THE CARAVAN HABIT.

AN OVERSEAS MODEL.

One of the big features of the coming motoring season is likely to be a big increase in motor-caravanning. Last season hundreds of motorists tried the experiment for the first time and expressed delight in the freedom provided by the travelling home.

With hotels becoming more and more congested during the summer months and with the addition of many recruits to the pastime who cannot afford the luxury of hotel life during a tour, the caravan promises to become still more popular in the immediate future.

In countries where hotels are few and far between and long journeys have to be made over deserted country traller caravans should serve a highly useful purpose. They not only provide comfortable accommodation for the night but their equipment includes stoves and cooking utensils and there is ample room in the lockers for the carrying of stores for quite a long expedition.

A special type of caravan for overseas use has just been introduced by Eccles Motor Caravans, Ltd., of Stirling, Birmingham. Hitherto the difficulty has been in packing it. It has not been found practicable to send them abroad in pieces and the packing and freightage of a complete caravan is a considerable item.

The freightage on such an article is charged on cubic capacity, and although there is a very big overseas demand it has not hitherto been found impossible to meet it satisfactorily.

In the new type of caravan the top portion is made slightly larger than the lower portion. By turning a handle the top portion may be wound down. The process is similar to that of placing a lid over a box.

Preventable Rolling.

The caravan when "collapsed" is approximately half the size of the caravan when wound up for normal use.

Apart from the question of packing another advantage of this type is that the top can be kept lowered while trailing, and thus gives a (Continued on next column).

THE NOISE QUESTION.

At the Leeds Quarter Sessions just held, the Automobile Association successfully appealed against the conviction of a motor cyclist for riding a machine with alleged inefficient silencer.

On behalf of the Police Authorities it was urged that whilst the silencer was normally an efficient one and in proper condition, on the occasion of the alleged offence, in the opinion of the Police it was ridden in a manner which caused undue noise. For the appellant evidence was given by an A.A. expert to the effect that the silencer was thoroughly efficient and had not been tampered with in any way.

The Recorder, Mr. E. A. Mitchell, Q.C., K.C., intimated that he did not wish to hear any further evidence. He yielded to no one in his hearty dislike and hatred of the noise of motor cycles, but the question was one which had to be decided on the interpretation of the Order. The Order did not mean that a motor cyclist was to make no noise in using his motor cycle, and in his view the silencer was "suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of the gases." That seemed to him to put "an end to the case" and the appeal would be allowed with costs.

This decision is of considerable importance to motor cyclists, dealing as it does with a machine of a type which had been officially certified by the Automobile Association as satisfactorily silenced, the makers being granted an A.A. Certificate of Silencing Efficiency.

low centre of gravity and prevents rolling on bad tracks.

Some idea of the advantage from the shipping point of view of the introduction of the collapsible caravan may be gained from the comparative freight rates for the two types.

With the new type 281 is saved on the cost of the caravan in Sydney and £76 in Calcutta.

For shipment to reduce further space the wheels and axles are packed inside the caravan. On arrival all the owner has to do is to fasten up eight nuts to secure the axle and put the wheels on.

These are detachable like those of a motor-car.

MOTOR NOTES.

SAFE DRIVING BY GIRL MOTORISTS.

NO BRITISH SUPPORT FOR U.S. FEARS.

Have women motorists an "inferiority complex"?

Dr. Morris S. Viteles, an American professor of psychology, reports that statistics show that women drivers become involved in accidents three times as frequently as men.

The experience of British motoring experts, however, is against this view.

"It may be true in America that women drivers are inferior to men," said the head of a great motor insurance company in London, "but no one could suggest that principle holds good in this country."

"A few years ago I might have been in agreement with the American professor, but in the last five years there has been a marked improvement in the driving sense of British women motorists."

Post-War Generation.

"I refer particularly to the post-war generation—to the girls who have been brought up in a mechanical age. They are just as cool and collected as their brothers, and they are not a worse risk from an insurance point of view."

Dr. Viteles found that over-cautiousness was the most common cause of the accidents in which women drivers were involved in America, but that the accidents were less likely to be attended by serious damage than those in which men figured.

"No one could accuse the girl motorist of 1929 of being over-cautious," was the comment of the insurance chief. "Women drivers of to-day are astonishingly self-possessed and self-confident."

ENGINE TESTS—A MODERN METHOD.

POWER OUTPUT AND "FREE-NESS."

To the average motorist, information concerning the engine test methods employed by manufacturers is of peculiar interest. The owner driver knows that he must treat a new engine with care for the first few hundred miles, but he does not know to what degree the engine was run in before the car was delivered to him.

The methods naturally vary in different works—some are haphazard, others meticulously careful. The system which has just been installed at the Hillman works may certainly be said to belong to the latter category.

On leaving the engine assembly shop, each engine is attached to a testing set, and is run in under electrical power for 50,000 revolutions. It is started up at the low speed of 300 r.p.m.—equivalent to some 5 miles per hour in top gear—and is run for a definite number of revolutions.

Lamp Signals.

When this number has been reached, and provided also that the engine has attained the requisite degree of "free-ness," the test set automatically switches on to the higher speed of 500 r.p.m.

The same system is employed at this speed, again, at 1,000 r.p.m., and finally at 1,500 r.p.m. When the full 50,000 revolutions have been made and the engine is sufficiently free, a green lamp on top of the test set is illuminated; but the green light will not show until the demands of both "free-ness" and number of revolutions have been fulfilled.

The green light indicates that the engine is ready to be run under its own power. Here again, 50,000 revolutions are required, the r.p.m. being raised gradually up to 2,000, at which speed the cylinder head is removed and the engine is decarbonised, the valves being ground in if necessary.

During the second period of test the power output of the engine far exceeds that absorbed during the first part. The new test sets, therefore, not only do their work thoroughly and with a minimum of cost in labour, but they actually contribute towards the electrical current required by the works. In fact, if all the engines on the sets were run simultaneously, they would supply nearly half the power required by the entire works.

CARS OF ROYALTY.

In a recent article on the Cars of Royalty which appeared in *The Autocar*, several magnificent examples of British engineering skill and craftsmanship were described and illustrated.

Among them was one of the four Rolls-Royce cars ordered by King Amanullah of Afghanistan when he was in England last year. This particular car was a three-quarter enclosed cabriolet de ville finished in silver grey and black. The rear windows on each side have a hinged top panel, so that when the car is opened they can be let right down into the panels over the wheel arches, to be flush with the sill.

H.H. the Ruler of Nandgaon has acquired a 40-50 h.p. Rolls-Royce with an open sporting body. Despite its sporting lines, however, comfort has in no way been sacrificed, for a most ingeniously concealed hood is arranged in a well surrounding the rear seat. The colour scheme is silver grain and pale green with crocodile grained green leather upholstery, an ivory white steering wheel and control knobs, and an exquisitely finished instrument board of Pearlite.

For one running board a fitted luncheon case is provided and for the other a gun case. The rear seat can take two passengers and has ample leg-room, while it should gain in comfort as the occupants sit slightly in front of the rear axle.

MOTOR-CYCLING CLAIMS ANOTHER ROYAL RECRUIT.

The many and varied pleasures of motor cycling appeal to all ranks of society, and it will be of interest to many readers of these notes to learn that H.R.H. the Prince Regent Nicholas of Roumania has recently purchased a Triumph motor cycle and sidecar, through the representative of the Triumph Cycle Company in Bucharest.

BABY MOTORS FOR AMERICA.

SIR HERBERT AUSTIN WARNS BRITISH FIRMS.

"Unless British motor firms increase their production individually they will find the competition from the United States and the Continent extremely difficult to cope with in the future."

This warning was given by Sir Herbert Austin, the British motor-car pioneer, who arrived at Southampton in the Aquitania from America, where he has been supervising the introduction of that country of the first "baby" motor-car.

It is hoped that arrangements for the manufacture of the Austin "Seven" in the United States and Canada will have been completed in a few days. A new company is being formed to handle the production over there, and an army of designers, works managers, and experts from the Birmingham factory are going over to supervise the work.

Messrs. Alex. Ross & Co. are the Hong Kong agents for the Austin cars.

ELECTRIC TROLLEY 'BUS AS IDEAL PASSENGER VEHICLE.

For passenger transport in towns it is becoming more and more apparent that the vehicle with the brightest future before it is the electric trolley 'bus. Many towns are changing over to this vehicle when the time comes for the old tram-car tracks to be renewed, and it must be said that it is not difficult to see the reason for this.

The petrol 'bus has, of course, many advantages of its own where conditions are favourable, but the trolley 'bus can claim a longer life and simpler mechanism, while the absence of noxious fumes and the elimination of much of the noise associated with motor vehicles are further points in its favour. In addition it should be pointed out that the rapid acceleration of the trolley 'bus enables it to give the quickest possible service in places where the amount of traffic is considerable and stops are consequently frequent.

Compared with the tram-car the trolley 'bus possesses much greater mobility and offers much more comfort for the passengers. Here again also the absence of noise is a distinct advantage.

MOTOR-CYCLE RACING IN AUSTRALIA.

HIGH SPEEDS ON O.H.V. TRIUMPHS.

High speeds were attained in the Challenge Flying Quarter Mile event promoted by the Bexley and Western Suburbs Motor Clubs (Sydney, Australia).

Sid Goodsell recorded the phenomenal speed of 97.62 miles per hour, the fastest of the day, on a twinport Triumph, while another rider—a private owner—in the person of George Walker—mounted on a similar machine, achieved the remarkable speed of 95.74 miles per hour.

To avoid any possible error in the timing, officials of both clubs carefully checked and measured the course, and this, combined with the use of electrical timing that was operating a stop watch, reading in one hundredth parts of a second, leaves no doubt as to the correctness of the speeds recorded.

CAR SOMERSAULTS OVER A CLIFF.

DRIVER'S ESCAPE AFTER 100FT. FALL.

Mr. Trevor Jones, builder and contractor, of Woolton, Liverpool, was found unconscious beside his wrecked motor-car in a field on the lonely moors at the foot of a cliff 100ft. high near the Cat and Fiddle Inn, Ladamallow, near Buxton.

Mr. Jones was at a sharp bend in the road when his motor-car crashed through a stone wall bounding a drop to the foot of the cliff, and plunged over the edge. It turned a complete somersault, and Mr. Jones, who was thrown violently out, had a remarkable escape.

A man named Richardson, who was about fifty yards away, saw the lights of the motor-car suddenly disappear, and heard a crash. He ran to the aid of the injured man, who was taken to hospital, where he was found to be suffering from severe scalp wounds.

A STRIKING FILM!

which will awaken treasured memories of youth. One of the screen's greatest and truest classics!



MARGARET MANN

EARLE FOXE, JUNE COLLYER

AT THE QUEEN'S TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.

THE HILARIOUS story of two brave fire laddies who tried to burn up the town!

WALLACE BEERY

RAYMOND HATTON, JOSEPHINE DUNN

FIREMEN, SAVE MY CHILD

AT THE WORLD FINAL SHOWINGS TO-DAY Orchestra 5.15 & 8.20. Interpreter 2.30 & 7.15.

ALL'S FAIR IN LOVE AND BUSINESS!

THAT was the motto of pretty Agnes Dolan, the travelling saleswoman portrayed by Norma Shearer in this unusual and fascinating picture!

NORMA SHEARER

THE LATEST FROM PARIS

AT THE STAR FINAL SHOWINGS TO-DAY At 5.30 & 9.20.



Goodyear Tubes are inflated and tested under water. This guarantees a trouble-free tube.

SAFETY In All Weather

The All Weather Tread is aptly named. It gives full traction in all weather. Through wet, slush, and snow the stout, sharp-edged diamond blocks grip the road. Cars fitted with All Weather Tread Tyres start, run, and stop—easily, surely, and safely. Have All Weather Treads fitted to your car.

GOODYEAR

DISTRIBUTORS:

ALEX. ROSS & CO. (China), Ltd.
Prince's Building, 2nd Floor.
Telephone: C. 27.

HONG KONG.

Kowloon Service Station.
Telephone: K. 1486.

On the hottest day an Amstel is cool!

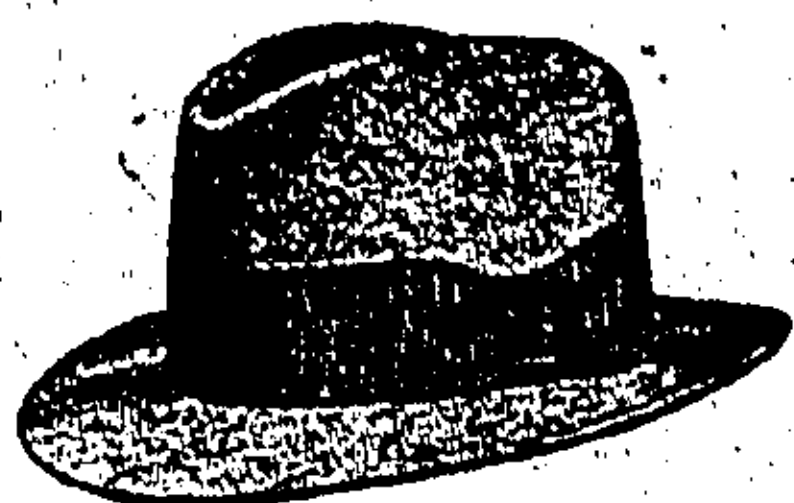


AGENTS—H. BUTTONEE & SON,
15, QUEEN'S ROAD CENTRAL.



Soft Felt Hats

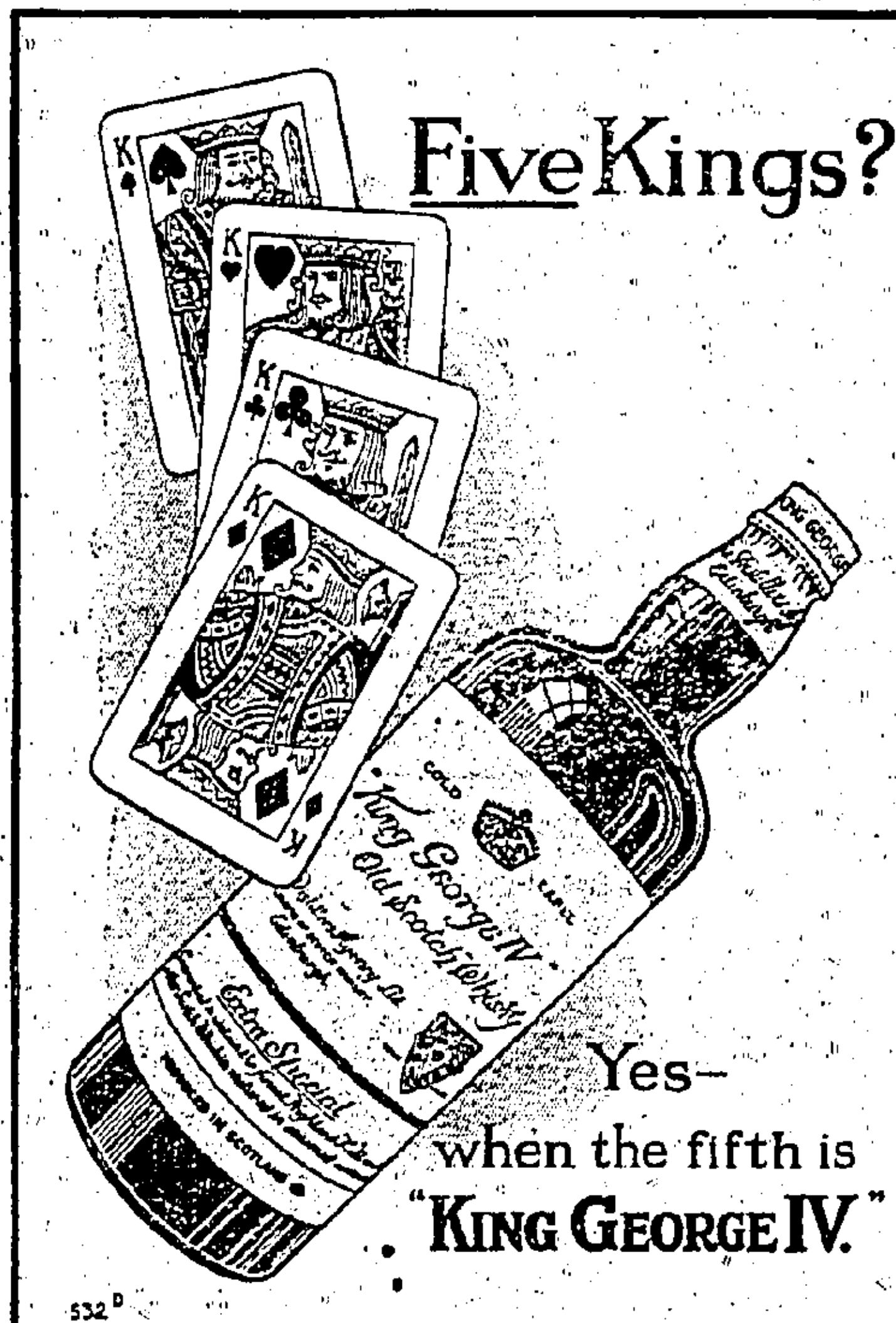
The kind London
is wearing now.



Just in—not only new hats, but the news in hat styles—the shapes and shades that London's wearing—light grey, wolf grey, sand or the new English oak.

Your present hat has had a good run the past season—isn't it time to choose another?

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD



Five Kings?

Yes—
when the fifth is
"KING GEORGE IV."

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
TEL. C. No. 185. HONG KONG

EASTER DISPLAYS AT WHITEAWAYS

NEW SEASONS' VOILES

NEW SEASONS' WASHING DRESS FABRICS

Our first shipment of Spring Voiles has just arrived. New designs in fast colors. Full range of Plain colors

40 inches wide

\$1.75 YARD.

NEW TOBRALCOS
NEW ZEPHERS
Etc., Etc.

NEW SPRING MILLINERY

CALL AND INSPECT

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG

ST. JOHN AMBULANCE BRIGADE.

ANNUAL INSPECTION BY H.E. THE GOVERNOR.

A VALUABLE ASSET TO THE COLONY.

HIS EXCELLENCY ASKS FOR MORE EUROPEAN SUPPORT.

The Annual Inspection by His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., Knight of Grace of the Order of St. John, was held yesterday on the Murray Parade Ground at 5.15 p.m.

An interesting demonstration of work was given by the Brigade, after which His Excellency presented the various trophies won during the year, and invested Mr. A. Morris as Serving Brother of the Order of St. John.

In the course of his speech His Excellency stressed the valuable work which the members of the Brigade did for all sections of the community and expressed his surprise that it did not have more active support from the European residents.

Arrival of His Excellency.

A very large number of residents of all nationalities were gathered on the Murray Parade Ground awaiting the arrival of His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.). Behind the lines of the Brigade was the band of the 2nd Battalion, the King's Own Scottish Borderers who played both before and during the inspection. Among those present were the Hon. Mr. W. T. and Mrs. Southern, many officers of H.M. Services with their wives, and prominent residents of the Colony. A small flagstaff had been erected just in front of the matshed, and on the table just behind the trophies, to be presented after the inspection, made a brave display. When His Excellency, accompanied by his A.D.C., and the Assistant Commissioner of the Brigade (Mr. E. Ralphs), had taken up his position, the Royal Salute was given and the Union Jack run up the flag staff.

The Inspection.

The main body of the Brigade were drawn up in two lines facing His Excellency, the members of the Victoria Nursing Association being grouped on the left facing towards the Cathedral, and between them and the entrance gate, at which stood the members of the Kowloon Canton Railway Division, was a long line of cars and ambulances marked with the Red Cross.

Demonstration of Work.

The demonstration of work was perhaps the most interesting part of the inspection for the spectators, and a ripple of laughter was heard when an order which may have been "victims forward" was given and a number of school boys, some of them in shorts and shirts, and others in Chinese dress, stepped to the front each with a mat on which to have his pre-arranged "accident."

At the command the stretcher-bearers and their assistants ran forward and kneeling with every appearance of anxiety round the victims rendered first aid quickly and tenderly. The "victims," who lay down with delighted grins, took the infection and by the time their wounds were dressed, and limbs in splints they looked as faint and pathetic as if their accidents were genuine. Perhaps the members of the Brigade who ministered to them whispered fearful threats of punishment for misplaced frivolity as they applied their bandages, or it may have been natural historic ability, but as they lay on their stretchers, having been carried a short distance before being gently laid down in a line to be inspected by His Excellency, they looked a most pathetic row of casualties.

But the recovery was as swift as the sickness. Each stretcher after inspection was carried slowly back to the far end of the Parade Ground where the bandages and splints were removed as quickly as possible, and one by one the "victims" leaped up off their stretchers and raced in a band back to their seats in the matshed.

For the first aid demonstration given at the same time by the Victoria Nursing Association a tent was used in which the lady "victims" were attended to.

PRESENTATION OF TROPHIES.

A hollow square was then formed and His Excellency invested Mr. A. Morris as Serving Brother of the Order of St. John, and presented the trophies gained during the year.

HONOUR FOR MR. MORRIS.

Addressing Mr. Morris, His Excellency said:—

It gives me very great pleasure to invest you with the insignia of Serving Brother of the Order of St. John. You were enrolled in the Ambulance Brigade of Hong Kong in 1916, and in the following year you became a Divisional Superintendent. In 1920 you were promoted to be District Superintendent, and in 1927 you became in addition Honorary Treasurer and member of the Finance Committee of the Brigade. In 1928 you were awarded the long service medal of the Order of St. John, and in that year you took charge of the Ambulance Brigade in Hong Kong during the absence of the Assistant Commissioner. You have rendered very valuable services to the Brigade, and quite recently you have been prominently associated

with the vaccination campaign now being conducted by the Brigade, which has vaccinated 329,500 Chinese since December 4 last. You have thoroughly merited your appointment as Serving Brother of the Order of St. John, and I congratulate you on this recognition of your work.

The trophies were then presented to the following Divisions:—

Ralphs General Efficiency Shield.

—Won by Kowloon Division.

Duty Cup.—Won by Mongkok Division.

Attendance Cup.—Won by Railway Division.

Ho Fook Cup (Railway Division).

—Won by "A" Squad.

Swimming Trophies.

Team Race, "Ellis Kadoorie Shield."—Won by St. Joseph's Division.

Life Saving, "Ho Tung Cup."—Won by Kowloon Division.

100 Yards, Championships, "Ho Bros. Cup."—Won by St. Joseph's Division.

50 Yards, Back Stroke, "Chan Chai Nam Cup."—Won by St. Joseph's Division.

100 Yards, Breast Stroke, "Nam Yung Cup."—Won by Kowloon Division.

Brigade Swimming Championship, "Chater Shield."—Won by St. Joseph's Division.

During the presentation many expressions of appreciation were heard among the audience, with reference to the smart turn out and general efficiency of the Brigade.

THE GOVERNOR'S SPEECH.

Addressing the Parade H.E. the Governor said:—

Officers and Members of the Hong Kong Corps of the St. John's Ambulance Brigade.

The strength of the Hong Kong Corps of the Brigade, which was 293 in all at the end of 1927, has now increased to a total of 308 members, of whom 254 are men and 54 are women. All members of the Brigade have attended lectures in first aid, and in the case of the women's division, home nursing also, and all members have passed the annual examination.

The Brigade has undertaken the instruction in first aid of the Hong Kong Police and firemen, of whom 329 have passed the first examination. I am glad to note that the relations between the Ambulance Brigade and all ranks of the Police and Fire Brigade are most cordial.

The members of the Victoria and the Young Women's Christian Association Nursing Divisions are at present engaged in a course of instruction in practical nursing and ward work at the Government Civil Hospital. Twenty-four of the Ambulance nursing sisters attend at the hospital twice a week, and the course is expected to last three months. The warmest thanks of the Brigade are due to Miss Girling, principal matron, and to Mrs. Elliott, matron of the Government Civil Hospital, and her staff, for guiding, encouraging and instructing the Ambulance nursing sisters.

Combating the Small-pox Epidemic.

During the small-pox epidemic over 329,500 persons have been vaccinated by the Brigade. Street stations have been established in every congested area, but especially in localities where small-pox is most prevalent. Lately house-to-house vaccination has been in progress. It was found recently that babies were not being vaccinated. Pamphlets were accordingly issued by the Brigade, urging the necessity for vaccination of infants, as large numbers of children had died from the disease. Several members of the Victoria Nursing Division visited the worst areas, and it is gratifying to know that the prejudice against vaccinating babies has thus been largely overcome. The Railway Division, for instance, has vaccinated over a thousand babies in a week.

Health Lectures in New Territories.

From July to August last lectures on malaria were given in the New Territories by the Y.M.C.A. Division. Preliminary notices were issued to the inhabitants, who attended in considerable numbers. During the winter and during the present small-pox epidemic, numerous lectures have been given by members of the Brigade in Hong Kong and in the New Territories on both small-pox and malaria. After each lecture many people were vaccinated and in several cases (Continued on next column).

ROUND THE POLICE COURTS.

HOME MADE "BRANDY."

TWO CHINESE FINED.

Two Chinese were before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday on charges of attempting to sell coloured water, which they described as brandy, to Mr. F. X. Sousa of No. 3, Minden Avenue, Kowloon.

Mr. Sousa, giving evidence, said that the defendants offered to sell two bottles of "Hennessy brandy" for \$5, but later agreed to sell the two bottles for \$4. Wishing to ascertain whether the contents were brandy or tea, witness said that he withheld payment and asked his daughter to get a corkcrew. On hearing this the two defendants ran away but were chased by the witness who caught the second defendant.

The first defendant said that the "brandy" was given to him by a friend and that he did not know that it was only coloured water. The other accused said that he had merely gone with the first defendant. The magistrate found both defendants guilty and imposed a fine of \$50 or one month's hard labour on both defendants.

Mr. Whyte Smith addressing Inspector Ogg remarked that he did not think that there need be any formal order to confiscate the "brandy."

Inspector Ogg. "We will see to that. I don't think there will be any fight over it."

KOWLOON TONG MURDER CHARGE WITHDRAWN!

The four Chinese arrested in connection with the murder of a Chinese gardener at Eli Cottage, Old Kowloon Tong were again before Mr. T. S. Whyte Smith yesterday. Detective Inspector Lane applied for the withdrawal of the charge and substituted charges of receiving stolen property. The Magistrate agreed and the case was remanded for a week.

ARMED ROBBERY AND KIDNAPPING.

A Chinese fisherman was charged before Mr. T. S. Whyte Smith with participation in an armed robbery and kidnapping on board a cargo boat at Tai Nam Chung between Tsun Wan and Castle Peak on March 21, 1928. Inspector Ogg applied for a week's remand which was granted.

OVERCROWDING A 'BUS.

A fine of \$10 was imposed on the driver of 'bus No. 618, belonging to the Hong Kong Hotel, at the Central Magistracy yesterday, for carrying more passengers than allowed under the regulations. A police officer stated that the vehicle was travelling in Queen's Road Central with 47 passengers, or 17 in excess.

Advice was sought on general health subjects.

Life-saving demonstrations were given at the various bathing beaches, and several times during the bathing season members of the Brigade were called upon to render help.

The death of Mrs. Hickling, M.B.E., Serving Sister of the Order of St. John, and for many years Divisional Surgeon of the Victoria Nursing Division, was a great loss, not only to this Brigade, but to the Colony as a whole.

Thanks to Helpers.

The thanks of the Corps are due to all the surgeons, European, Chinese and Indian, who have given their services freely as instructors, and to the gentlemen, all Chinese, who subscribed liberally to the funds of the Brigade and enabled it to carry on its work without any financial help from the Hong Kong Government. I must again note with surprise and regret that the European community of this Colony does not join in giving financial support to an organization, which is performing work of so much value to the Colony. Representatives from all divisions of the Brigade attended the Race Meetings of the Jockey Club, the Kwai Hing Races, gymkhanas, football matches, and sports meetings, as well as the entertainments of the Ministering Children's League. I cannot understand why it is that these services are not recognised by the bodies to which they are rendered.

The Corps is a valuable asset to this Colony, and I hope that the sphere of its beneficent activities may steadily extend.

MARCH PAST.

The ranks were then reformed and the Brigade "Marched Past" to the music of the K.O.S.B. band. The members of the Victoria Nursing Association were accommodated in the Red Cross cars and looked very attractive as they drove off in their smart uniforms. Behind them came the Y.M.C.A. Ambulance, the Ambulance of the H.K. Fire Brigade and the Railway Division, also in cars. Then followed the main body of the Brigade carrying their shields and cups.

KAIPING COAL

FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.



'Allenburys'

Progressive System of Infant Feeding

Baby's birthright of healthy growth and development depends for its fulfillment largely upon the care and forethought of the mother during the first few months of his life. The 'Allenburys' System will give your baby the vital capital necessary to meet the ever-increasing demands of steady growth and progress. The carefully graduated series of foods supplies the essential nourishment in the form best adapted to baby's needs at baby's age.

Milk Food No. 1
Birth to 3 months
Milk Food No. 2
3 to 6 months
Malted Food
No. 3
6 months and
onwards



COUPON ALLEN & HARTNELL'S Ltd., 40 Colton Rd., Shanghai
(Incorporated in England)

Mrs.
will be pleased to receive, free of charge, a copy of the
'Allenburys' book 'Infant Feeding and Management' and a
sample of Food.
Her baby's age is

THEATRE ROYAL

THE HONG KONG A.D.C.

"THE DOVER ROAD"

BY
A. A. MILNE

April 6, 9, 11, 12 & 13

50 % of the Profits will be given to

"THE MINERS' FUND"

BOOKING AT ANDERSON'S from March 23

7850

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

FENG TO HELP HUNAN?

ENVOY REPORTED IN CANTON.

ULTIMATUM TO CHIANG UNANSWERED.

ODD STORY OF AN ARMS CARGO.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, March 26. It appears that Canton has definitely been drawn into the war between Nanking and Wuhan, as up to last night the Canton Government had received no reply to the three-day ultimatum to Marshal Chiang Kai Shek. Practically the entire 4th Army, under General Chen Tai Tong, has been sent to the northern border of Kwangtung and are now reported to be marching into Hunan into Kiangsi Province.

According to information from military circles, Marshal Feng Yu Hsiang has already sent an envoy to confer with General Li Chung Jen on the military situation in Central China. The envoy is reported to have expressed himself in favour of the Canton and Wuhan cause and to have stated that Feng Yu Hsiang will cast his lot against Chiang. He was very indignant at the detention of Marshal Li Tsai Hsin and gave this as the chief reason for Feng's resignation from his post at Nanking. According to the envoy, Feng Yu Hsiang is greatly alarmed at Chiang Kai Shek's action in this matter, saying that it meant no one was safe at Nanking. This promised support of Feng Yu Hsiang has naturally roused great hopes in Canton.

10,000 MAPS ORDERED.

The Military Survey Department of the 8th Military Route, has been ordered to prepare within the next three days 10,000 maps of Kwangtung, Kwangsi and Hunan for military purposes. Thousands of uniforms have been ordered from the local tailors and shops which have been practically idle since the theatre of war shifted to Central China are now doing brisk business.

SECRET CARGO OF ARMS.

General Li Chung Jen, before he left for Kwangsi yesterday, gave a very interesting story of the events leading up to the present situation. He said:

"When General Lu Ti Ping was the head of the Hunan Provincial Government, he was in collusion with the Communists and was constantly jeopardizing the interests of the people. These are the facts. Prior to the coup d'etat of the Wuhan Political Council which ousted General Lu, Brigadier-General Wang Kwan unearthed a consignment of 4,000 rifles and 2,000,000 cartridges concealed in a ship passing through Kiukiang from Shanghai. The contraband of war was confiscated and an investigation held to discover the offender. The captain stated that the consignment was for the Provincial Government of Hunan. The military commander then questioned General Ho King who denied any knowledge of the affair. General Lu Ti Ping said that the arms and ammunition were for the suppression of bandits. They were old and worn out rifles," he said. But an examination by the Hunan Political Council revealed that the arms and ammunition had been secretly sent to General Lu Ti Ping by Chiang Kai Shek to be used for creating trouble, and it was on account of this that the Wuhan Political Council had expelled General Lu.

"I WARNED MARSHAL LI."

"Marshal Li was an exponent of reconstruction and peace. When he went to Shanghai I warned him of the designs of Chiang Kai Shek and advised him not to proceed to Nanking. But he did not listen to me, maintaining that he had consecrated himself to the cause of the Party and country. He went to Nanking and was arrested by Chiang just as I expected. He is now in prison in Nanchang. The forcible detention of Marshal Li by Chiang Kai Shek has incurred the just wrath of every right-minded and justice-loving individual."

MARTIAL LAW IN CANTON.

Nocturnal restrictions are strictly enforced in certain parts of Canton. No pedestrian or vehicle is permitted to pass the front of the 4th Army Headquarters on the Bund after 9.30 p.m., or along Wai Sun Road, where the Central Police Station is located, and the Headquarters of the 8th Military Route. Both places are guarded by armed sentinels. The number of patrols on the streets has also increased considerably during the past few days, and close watch is being kept on all newcomers. Pedestrians and vehicles are often stopped in the middle of the street and searched for firearms. All Government buildings in the city are strictly guarded each night with soldiers.

FINANCIAL CHAOS IN CANTON.

PUBLIC FEAR OF WAR.

STERN DEFLATION POLICY.

EXCHANGE DIFFICULTIES HOLDS UP HONG KONG TRADE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, March 26.

The movements of troops has caused a considerable disturbance in financial circles in Canton. The fear of war breaking out at any moment between Canton and Nanking has caused a run on the Central Bank to assume serious proportions and the Government has had to call up armed men to keep order. The Bank was crowded to the doors all day yesterday with a clamorous crowd who wished to exchange Central Bank notes for silver. Blows and brawls were frequent despite the efforts of extra gendarmes carrying fixed bayonets. Later in the day a space was forcibly cleared and roped off in front of the Bank to which people were admitted one by one as those inside left. The besieging crowd was so great that they spread to the Government Wharf across the Bund.

While the Central Bank notes are still accepted at approximately face value in the shops the money changers refuse to take them, and many changers have closed their doors. No bank in Canton will handle any draft business and the merchants there are unable to buy from Hong Kong as they cannot get Hong Kong currency except for silver which they are unwilling to part with under the circumstances. One merchant stated that if the present state of affairs continued, it would be a short time before he was able to purchase foreign goods in the city as the stocks held at present are by no means large.

"SICKNESS" AMONG SHOP FOKIS.

A further hardship for the merchants is that many of them have imported goods from Hong Kong on drafts which are just about due and which must be paid in Hong Kong notes or silver. The present exchange rate of about £5.55 Canton silver to one Hong Kong dollar is the highest ever known in Canton. A large number of the merchants have chosen the line of simply closing up their premises on some such excuse as the sudden sickness of all their fokis!

"BANG GOES SAXPENCE!"

The cashier of the Sun Wo Restaurant complains bitterly that he is forced to accept the Central Bank notes. His customers, he says, "eat first and pay afterwards, and even if a man has only eaten 10 cents worth he will present a \$1 bill and away goes 50 cents change in silver. Some of the merchants are doing what amounts to discounting the Central Bank notes by raising all their prices by from 20 per cent to 30 per cent."

GOVERNMENT PROPOSALS.

Meantime the Government is trying to re-establish the position of their issue. The Department of Finance called a meeting of the representatives of the different Chambers of Commerce of Canton on Monday in the Treasury, which was presided over by Mr. Shen, Acting Commissioner of Finance. Among those present were Mr. Wong Lung Sheng, Manager of the Central Bank, and Mr. Chow Ting Pong, President of the Canton General Chamber of Commerce. The meeting decided that each bank and money thruff should voluntarily put away and seal up a sum of money in bank notes equivalent to 30 per cent of their capital, other stores similarly to seal up 10 per cent of their capital. All this must be done within three days beginning from the 27th of this month. These notes will remain sealed for a period of three months, during which time the Government will pay an interest of 5 per cent. Such a deflation policy will mean, according to the finance authorities, the withdrawal of some \$12,000,000 in bank notes from circulation.

According to Mr. Wong, Manager of the Bank, \$32,000,000 in bank notes has been issued, of which \$4,000,000 were returned in exchange for silver during the past few days. The amount of bank notes in circulation in the city is about \$28,000,000. The total amount of silver coins in reserve in the Bank, according to Mr. Wong, is only \$15,000,000. It is therefore, plain that there are \$13,000,000 in notes in circulation with silver reserve.

SERIOUS ALLEGATION MADE BY COUNSEL.**CHIEF JUSTICE AND HINTS OF ALLEGED "ALTERATIONS" TO BOOKS.****IMPORTANT PROMISSORY NOTE CASE.****BIG CHINESE FIRMS WAGE LEGAL BATTLE.**

Allegations of a most serious nature were made by Mr. Eldon Potter, K.C. in the Supreme Court yesterday when he opined that a certain book which had been submitted as evidence in an important case had been tampered with while in the custody of a certain firm of solicitors. The statement was made during the hearing, before the Chief Justice (Sir Henry Gollan) of an action involving two well-known Chinese firms.

The plaintiff, as head of the King On Tong, 80 Third Street, sued the Ma Pak Leung firm, 310, Queen's Road Central, for money alleged to have been lent under a promissory note dated January 16, 1921, with interest.

It is alleged that the note was made by the defendants in favour of the King On Tong family and was repayable at the end of twelve months. Alternatively, the money is claimed as having been lent by plaintiff or the King On Tong and the further sum of \$1,795 as interest making the total sum involved \$4,093.

Mr. F. C. Jenkin, instructed by Mr. E. S. C. Brooks of Messrs. Hastings, Denny and Bowley, appeared for the plaintiff while Mr. Eldon Potter, K.C. and Mr. C. G. Alabaster, K.C. instructed by Mr. F. X. D'Almeida, Sen., appeared for plaintiff.

Five Defences.

Opening his case, Mr. Jenkin referred to five separate defences which had been raised. The first was a denial that the firm made the note. The second was that the promissory note was not in accordance with Section 83 of the Bills of Exchange Ordinance. The third defence was that the note was not properly stamped when the action was started, while the fourth was a denial that the money was lent. A plea that the action was barred by the Statute of Limitations was contained in the last defence.

The Facts of the Case.

Presenting the facts of the case, Mr. Jenkin said the King On Tong were members of a large "estate," a business very common among Chinese people for running ancestral estates from which, very often, money was lent out.

The Ma Pak Leung were well-known manufacturers and purveyors of drugs and Chinese medicines. As far as counsel could foresee, one of the principal issues to be fought out was whether or not the Ma Pak Leung was a branch of a firm of that name at Canton or an independent concern. The firm appeared to have its head office in Fatsan with distilleries in Kwangtung and Macao while there were altogether twelve branches including one in Hong Kong and three in Canton.

When Mr. Jenkin produced the note, Mr. Alabaster made a formal objection on the grounds that the note did not bear a formal stamp when the action was commenced. Mr. Jenkin replied that though it was true the note did not bear the requisite stamp at the time the action was brought, that had now been rectified. Subject to that, he would put the note before the Court. The note bore the date Jan. 16, 1921, and read as follows:—

"Herby borrow from the King On Tong the sum of \$2,900 in Hong Kong banknotes, interest to be charged at \$1 per \$100 per month. It is agreed that this sum shall be used for 12 months when principle and interest shall be fully repaid. This is proof." The note bore the chop and signatures of the Ma Pak Leung firm.

Many Advances.

The money covered by the note, said Mr. Jenkin, was not advanced, in fact, at the time the note was made. There had been many previous advances of money by plaintiffs to defendants on other notes which were cancelled and returned to defendants, on July 17, 1921 when the present note was given in exchange. The reason the note bore the date January 16, was because the interest on the old loans, which were for the same sum, had been paid up to that date.

The note was handed to Cheung Chuk Po, the accountant of the plaintiff firm, by Ma Cheung Yu and Ma Sau Fong, two brothers of the Ma family, who were intimately connected with the firm. It was handed to the plaintiffs at Canton.

After dealing with particulars of other notes, counsel went on to say that between January 14 and February 13, 1923, a notice was received by Cheung Chuk Po indicating that a meeting of creditors of the Ma Pak Leung firm was to be held at Canton on April 20, 1923. In pursuance of that notice, Cheung attended the meeting which was presided over by the elder brother, Ma Sau Fong. He announced that he had taken over the work of chief manager from his younger brother, Ma Cheung Yu. The position of the business as a whole was discussed by the 20 creditors who were present, and they were requested to stay their hands.

Ten days later, Cheung went to see the Ma brothers at Canton and

pressed for payment, but at that meeting Ma Cheung Yu handed to Cheung a letter which was to have been posted. The date of the letter was April 7.

Nothing was done in the matter of repayment and on December 24, 1923, a letter of demand was written by Messrs. Hastings, Denny and Bowley, solicitors for the plaintiffs. A writ was issued on January 28, 1927, no reply being received to the letter of demand. On April 22, 1927, leave was given to the Ma Pak Leung firm to defend the action on payment of the money claimed into court.

Mr. Jenkin concluded his opening address by dealing with the legal points raised in the defence.

Accountant's Evidence.

Cheung Chuk Po said he was accountant to the King On Tong and had been in that position for many years. He identified the promissory note produced, which Ma Cheung Yu handed to him in July 1923.

The Court then adjourned. When the court resumed after the fifth adjournment, witness was further questioned by Mr. Jenkin.

Mr. Jenkin: Was that note, Exhibit "A" given to you in exchange for any other document? He gave me a document in exchange for this.

Document or documents?—For this document he gave me one in exchange for it.

What class of document was that?—Also a promissory note but the date was expiring.

When was interest paid? You say that that Exhibit was given to you in July, 1921. Why was it dated January 21, 1921?—When this was due for payment he had not any interest to pay me. He only had interest to pay me in 1921.

His Lordship described this as nonsense and told Mr. Dodd, the interpreter, to put the question again.

Mr. Dodd again put the question and witness replied: "He had not interest to pay me then but he had interest to pay me in 1921, the sixth moon."

Fasting the question in another form Mr. Jenkin asked:—On what date had interest last been paid on the previous note which was exchanged?—In the sixth moon, 1921.

Mr. Jenkin: In the sixth moon, No, no. He says as against this new note there was an exchange and you handed over an old note. Prior to the making and handing over this note, Exhibit "A" what was the date of the last payment of interest to King On Tong?—Yes, it was in the sixth moon, 1921.

Mr. Jenkin: Is the Sam Yau year 1921? Mr. Dodd:—Yes, it is, and continued to interpret "He only paid me the interest in exchange for this new note."

Mr. Jenkin: You say it was paid at the end of the sixth moon. Up to what date was that interest paid?—That interest was paid for that old promissory note up to that time.

But up to what date?—Up to the date previous to this new promissory note, that is the 12th moon, 7th day (January 15, 1921).

Was that the reason why that document was dated the 8th day of the 12th moon?

Mr. Potter here objected and Mr. Jenkin again put the question as follows:—Although you say the document was handed to you in the sixth moon, why was it dated the 8th day of the 12th moon?—The loan he borrowed before expired on that date.

His Lordship: On what date? Mr. Dodd: On the 15th of January. His Lordship (to witness): Is that the reason why the note was dated January 16?—Yes, that is the reason.

Mr. Jenkin then produced books of account, witness saying that the books were kept in the course of the plaintiff firm's business. He kept the books himself.

When Mr. Jenkin asked witness to point to an entry in a book of the Kei Mei year, 12th moon, 8th day, witness said that he had not brought the book, but explained that the entry was carried forward.

Witness said he produced books of the Yum Chut and Shan Yau years. Witness pointed to an entry for the Kang year which referred to the sum of \$2,900.

His Lordship pointed out that they had not got anything which showed the entries referred to the defendant firm, and told the witness to mark the two entries.

Mr. Jenkin: Under whose name or under what account do those entries appear?—Ma Pak Leung, the defendants' name.

Witness then turned to the Yam Chut year book (1922) and pointed out an item of \$2,900 on the 8th day of the last moon, explaining that it was brought forward from another book. That entry was also under the name of Ma Pak Leung and was the same account. Witness referred to an entry on the 19th day of the 5th moon of the Chut year (June 24, 1921 or June 14, 1922).

Mr. Jenkin: Have you an entry there that interest had been received in Hong Kong notes of \$1,063?—Right, I have an entry here, received for interest Hong Kong notes \$1,063.

His Lordship said they had better mark the selections "B" and "B1" and the Yam Chut book "C" and the translation of the entries "D".

Mr. Jenkin then called for the defendants' "Cash payment and receipt book." His Lordship remarking that that would be Exhibit "E".

Witness said he saw in the defendants' book, Yam Chut year, an entry of which showed a receipt from Lam King On Tong of \$1,063 which agreed with his (witness') account, Mr. Jenkin saying that it showed a payment of \$1,063.

Witness continued that the entry was on the payment side and read "Fook Kee Firm to pay Lam King On Tong interest, \$1,063."

Mr. Jenkin said that the Fook Kee was a name that had not yet come out and he knew nothing about it.

Mr. Jenkin: Was that amount of interest, in fact, paid?—In fact this amount was paid to the Chai Ying Company through Pun Hee Ting and in turn was handed to me (witness).

Just a word as to how that amount was made up. For what period and upon what sum or sums was that interest paid?—This amount of interest was paid against three accounts, that is one of \$4,000, one of \$2,900 and one of \$2,000 at one per cent. interest per month for one year.

Witness explained that with regard to the \$4,000 the interest started from the 12th moon, 4th day (January 13, 1921) for one year; \$2,900 started on the 23rd day of the 12th moon (January 16, 1921) for one year and the other started from the 12th moon, 20th day (January 28, 1921) for one year.

Mr. Jenkin remarked the evidence was that it was really a payment of overdue interest. He continued that he would now hand in the notice convening the meeting of creditors. It was not the original copy which, unfortunately had been lost, but he would explain that.

A Meeting of Creditors. Mr. Jenkin: Did you at any time attend a meeting of creditors of the Ma Pak Leung in Canton?—Yes, I did.

Did you, prior to doing so, receive a notice of the meeting to be held?—Yes, this is the notice.

His Lordship: Well, as a matter of fact it isn't.

Witness: Yes, that notice has been lost but this was also handed to me.

He agreed that the notice was addressed to the Tak Cheung Firm. One was handed to witness in Hong Kong but that had been lost. The wording of the two notices was alike.

Mr. Jenkin then proceeded to read the notice.

(Continued on page 8).

EASTER NOVELTIES

ARTISTIC SATIN COVERED EGGS

Which can be filled with

Chocolate, Perfume, Whisky, Port, Jewellery, Cigarettes, etc., etc.,

EASTER EGGS from 10c. to \$18.00

JUST ARRIVED—

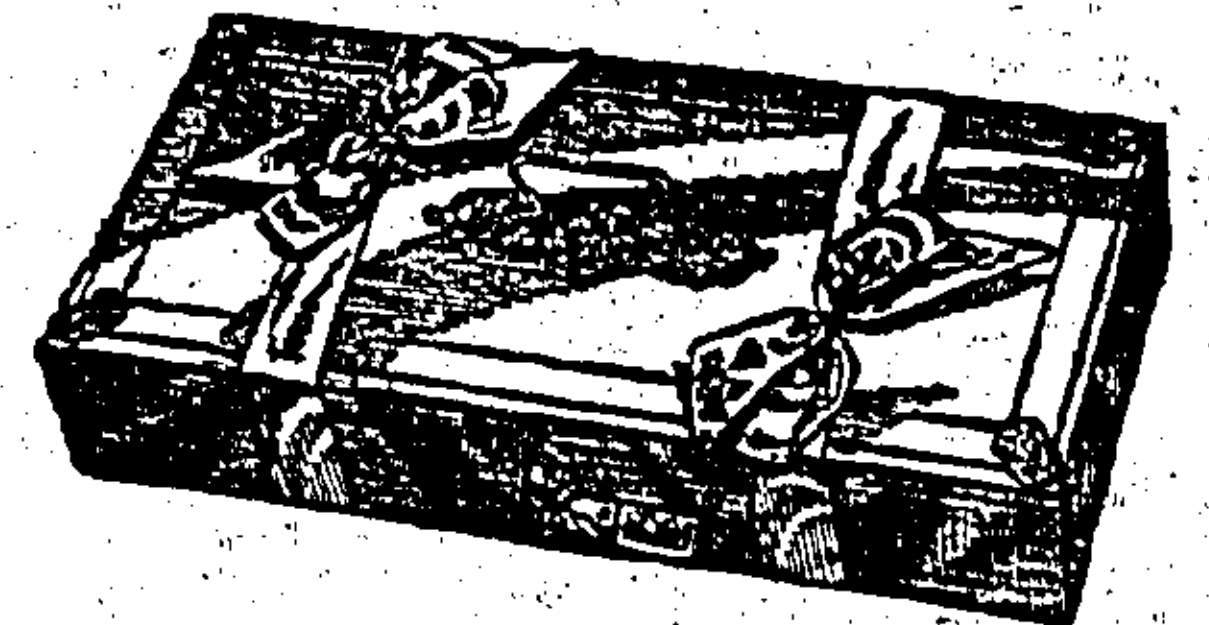
a fresh consignment of Chocolate.

Fuller's, Kohler's, Fy's.

Cadbury's, Nestle's,

Victor Schmidt's,

etc., etc.

**LANE, CRAWFORD, LTD.**

CONFECTIONARY DEPT., GROUND FLOOR. TEL. C. 4567.

Columbia
New Process RECORDS

ORGAN SOLO NOVELTIES

BY
Quentin Maclean
Shepherd's Bush Pavilion

9300-1 MEDLEY OF SONG HITS
FOUR PARTS

9535-6 MERCHANT OF VENICE
FOUR PARTS

The ANDERSON MUSIC Co., Ltd.

Are your lights getting dim — or the bulbs discoloured — or do they tire your eyes with unpleasant glare?

THEN FIT

MAZDA LAMPS

They give a brighter light without glare without waste with less cost.

The new Mazda inside frosted Lamp

NEW ADVERTISEMENTS.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 29th, 30th, 1st, and 2nd March (Easter Holidays).
Hong Kong, 26th Mar., 1929. [7575]

IN H.B.M. CONSULAR COURT AT AMOY.

BANKRUPTCY JURISDICTION.
No. 3 of 1928 re TAIT & CO.
Especially J. T. BROMFIELD.

TAKE NOTICE that the above-named Bankrupt has applied to the Court for his Discharge, and that the Court has fixed the 19th DAY of APRIL 1929, at 10.30 O'CLOCK in the Forenoon, at Amoy, for Hearing the Application.
Dated this 21st day of March, 1929.
W. D. RUSSELL, A.C.A.,
Trustee. [7576]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 2nd DAY of APRIL 1929, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CHOWY LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Kite, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.			
1	Kowloon 2184.	Adjoining Kowloon Inland Lot No. 1160, Situated at Mong Kok Tsui.	As per sale plan.	About 2100.	24.	3162.			

NOTICE.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, QUEEN'S BUILDING, Hong Kong, on WEDNESDAY, 27th MARCH, 1929, at Noon, for consideration of the Directors' Report and Statement of Accounts for the Year ending 31st DECEMBER, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th to the 27th MARCH, 1929 (Both Days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hong Kong, 18th Mar., 1929. [7521]

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the HONG KONG HOTEL, Hong Kong, on THURSDAY, the 27th MARCH, 1929, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st OCTOBER, 1928.

The Register of Shares of the Company will be CLOSED on SATURDAY, the 23rd DAY of MARCH to THURSDAY, the 27th DAY of MARCH, 1929, Both Days inclusive, during which period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 18th Mar., 1929. [7542]

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 30th MARCH and on MONDAY, 1st APRIL, 1929, commencing at 2 P.M. on both days.

The First Stall will be hung at 3.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members Enclosure.

Each Member has the right to introduce 2 Non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS, at \$5.00 Each Per Day. Up to THURSDAY, 28th MARCH, 1929.

The Charge for Admission for Ladies to the Members Enclosure will be \$2.00 Per Day.

Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. Bookkeeping, Tea, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings. [7565]

INTIMATIONS.

PEAR TRAMWAYS CO., LTD.

NO TRAMS Will Run After 12.05 on THE NIGHT of WEDNESDAY, 27th MARCH. [7573]

TO LET.

SUITE OF OFFICES
FACING THE HARBOUR
on 2nd Floor

"ST. GEORGE'S" BUILDING
(can be sub-divided
to suit tenants)

LOWE, BINGHAM & MATTHEWS,
CHARTERED BANK BUILDING.
[7584]

HOUSES AND FLATS.

"PEAR MANSIONS."
SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS
with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—
J. B. D'EXTREME, FORT ST. FRENCH BANK BUILDING.

TO LET—FLATS in HUMPHREYS and CANNON BUILDINGS, KOWLOON.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.,
ALEXANDRA BUILDING. [7583]

TO LET—"ON LEE." Detached House on POKFULUM ROAD, Commanding Excellent View. Within Two Minutes of Town by Bus. Semi-furnished. Gas, Electric Light, and Modern Sanitation. Garage. Extensive Grounds. Apply: ARNEOLD & CO., LTD.

TO LET—A Spacious and Well-lighted GODOWN, 151, PRATA EAST. Apply: GANDE, PRICE & CO., LTD. [7514]

TO LET—From 15th MAY to 30th NOVEMBER, No. 282, PEAR, Five-Roomed HOUSE Fully Furnished, with Three Modern Bathrooms, Garden, 8 Minutes Ride from TRAM and on Motor Road. Apply: JOHN FLEMING, c/o LOWE, BINGHAM & MATTHEWS. [7472]

TO LET—Unfurnished from 1st APRIL, "LA HACIENDA" No. 18, THE PEAK, Rent Moderate. Apply to PROPERTY OFFICE, JABLINE, MATHESON & CO., LTD. [7491]

TO LET OR FOR SALE—At FANLING (in Ox Lok Village). Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply: KWONG SANG HONG, LTD., 250, DES VUEZ ROAD CENTRAL. [7586]

TO LET—"NORMAN COTTAGE," East, SETTS' Corner, Furnished 6 Roomed House. Garage for Austin "7." Early occupation. Apply to—PERCY SMITH, SETH & FLEMING. [7559]

TO LET—ONE Four-roomed FLAT, with all Modern Conveniences at 18, MACDONNELL ROAD (Mid-Level). Apply: XAVIER BROS., Tel. 3218. [415]

TO LET—One Large OFFICE ROOM at KATAMALLY BUILDING. Apply to: KAYAMALLY & CO., 20, QUEEN'S ROAD, CENTRAL. [417]

FOR SALE.

FOR SALE—One STANDARD MARINE ENGINE, 24-27 H.P., Complete with Propeller, Shaft and Fuel Tank. One KELVIN MARINE ENGINE, 50 H.P. Complete with Propeller, Shaft and Fuel Tank. Apply to: STANDARD OIL COMPANY OF NEW YORK, OIL BUILDING. [7570]

FOR SALE—One Morris Oxford MOTOR CAR 1923 model, 5 seater, in perfect condition—Owner driven. Apply: Box No. 1486, c/o Hong Kong Daily Press. [7486]

YACHT, English Bg., Length 28 Ft., with 2-bunk Cabin, 3 H.P. Outboard Penta Motor (Practically New). Two Complete Sets of Sails, and Various Extras. Price: \$775.00. Reply to Box 418, c/o Hong Kong Daily Press. [418]

Fine Sherries

Superior Pale Dry. Full Golden.

of very superior quality specially selected, grown and bottled by Anto. R. Ruiz y Hermanos Xeres de la Frontera.

Fine Ports

Douro. Choice Old.

specially selected, bottled and shipped by Robertson Bros. & Co., Oporto.

Very Fine Old Tawny.

specially selected, bottled and shipped by Silva & Cozens, Oporto.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616.

WHY Continue to suffer when

you reach—Pimples, Catarrhs, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st FLOOR.
TEL. C. 5009

ACCOMMODATION WANTED

—Young ENGLISHMAN requires full board in a comfortable home, Kowloon or Hong Kong. Terms moderate. Apply—Box "H.A.T." c/o Hong Kong Daily Press. [7567]

MISCELLANEOUS.

PICTURE EXHIBITION at KOMOK & KUMONS. Water-colours, Pastels and Paintings by the Foremost Artists. Open TUESDAY, APRIL 2nd, for Ten Days only. [419]

A COMPREHENSIVE AND COMPLETE REPORT

of the

NEWS OF THE FAR EAST

is given in this

"HONG KONG WEEKLY PRESS,"

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

30 Cents per Copy.

Subscription, paid in advance, per annum for delivery in Hong Kong—\$12; including Postage to any part of the world—\$15.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.15 p.m., stated:

The anticyclone is moving eastward across N.E. Japan. Depressions are still shown over the Eastern Sea and over North Indo-China. Local Forecast.—S.E. or variable winds, moderate, generally cloudy, some rain and fog.

BIRTH.

LALCHAND—On March 24, at 12 Fung Fai Terrace, to Mr. and Mrs. A. D. LALCHAND, a son. [7580]

Editorial and Business Office: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 411.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, March 27, 1929.

THE NATIVE PROBLEM IN SOUTH AFRICA.

OUT of the mists that surround the politics of South Africa is slowly emerging the point—clear-cut as one of that country's great mountain ridges—that the native problem is to be the chief subject on which the general election is to be fought. A cable published in our columns last week clearly showed that the Government has decided to make this question the main issue. Both the South African Party and the Nationalist and Labour Coalition are accusing each other of dragging the natives into the political arena, and there has been recently an exhibition of bad temper, short-sightedness, and abuse such as can rarely have been seen in any country in the world.

A few months ago Mr. THIEMAN ROOS—perhaps the ablest but, not always the most discreet member of the Coalition Cabinet—announced that he would be delighted if the native problem were made the chief election issue. Later the South African Party Conference took up Mr. ROOS' statement and later again General SMUTS, leader of the South African Party, dealt with it in one of his speeches during a political tour.

Since that time General HEATZOG and other Ministers have accused General SMUTS of being the first to bring a matter which, always hitherto, has been regarded as being outside politics, into the political limelight. Now General SMUTS, with the wide view of the great statesman, has for years looked forward to a greater South Africa—a Federation of States stretching from one end of the continent to the other. In a reference to this great African Federation a few weeks ago General SMUTS was reported to have said:—as illustrating the greatness of this dreamed-of idea—"The term 'South Africa' will surely one day be dropped from our national vocabulary, and there will be a United British Africa which will find the solution of our pressing problems an easy matter."

This apparently was exactly what General SMUTS' enemies were waiting for and on the eve of a debate in Parliament last month, in which the leader of the Opposition had given notice of a motion of "no confidence" in the Government, three leading Nationalist members of that Government, General HEATZOG (Prime Minister), Mr. THIEMAN ROOS (Minister of Justice), and Dr. MALAN (Minister of the Interior) issued a manifesto which is one of the most extraordinary documents that can ever have appeared from a Government office.

"Why General SMUTS refuses all co-operation in connection with the native problem where a change of the native franchise in the Cape is involved, must now be obvious to everyone," wrote the three signatories. "The man who puts himself forward as the apostle of a black Kaffir State, of which South Africa is to form so subordinate a constituent part that she will know her own name no more, cannot possibly hold another doctrine than that of equal political rights for all—Kaffir and white men every-where on an equal footing."

What remains for the white population of South Africa is no other than a choice of one of two ways, one of which seeks a solution of preservation, while the other has a sure and certain abyss as its final destination. That upon the adoption of the policy recommended by General SMUTS, South Africa must inevitably be handed over to the Kaffir, and that the new British Dominion will be nothing else than a huge Kaffir State extending from the Cape to Egypt, requires no lengthy demonstration.

This remarkable manifesto drew from General SMUTS a biting repudiation of the interpretation put upon his words—a declaration that it was deliberately intended to stampede the public on the native question, and a warning that such

a document is a crowning humiliation for public life and an ill-omen for the future. The three Ministers have been nicknamed by the Cape Times "the three blind mice," and SMUTS has declared their effort a crime against South Africa. Throughout the long hours of the first day's debate on the no-confidence motion, General SMUTS and General HEATZOG fought a political duel across the floor of the House. General HEATZOG, emphatically declined to agree with the suggestion to give natives absolute equality with whites. "This will only happen," he said, "if the whites are prepared to pack their bundles and depart from the country. The native must be told that what he asks is impossible. It must be stated that the white man is determined to govern South Africa, and it must be realised that in time six millions of natives can produce three times as many educated natives as there are whites."

General HEATZOG issued a warning against the spread of Communism among natives, which meant that if the natives were given equal rights a representative might be Communist. Unless they tackled the question immediately, in a hundred years the native would have the majority of representation in Parliament. That the Prime Minister was unrepentant may be gathered from his concluding words:—"I shall go to the country on this big question," he said, "and I shall not allow myself to be puzzled. I shall tell South Africa that General SMUTS is trying to make South Africa into a big Kaffir State."

The whole country is agog at this extraordinary bitterness which is only now beginning. Sane public opinion will follow that admirably expressed by the Rhodesian Herald. This journal says:—"No reasonable person read into General SMUTS' speech, however wrongly reported, any intention of submitting the south to the rule of a black north, or of creating a Federation in which the negro would be dominant. Rather there was the idea, which will appeal to all loyalists, of close co-operation between all the British States of Africa in the general interests of the Empire." Whether the fanatics in South Africa are sufficiently numerous to make their influence felt at the poll remains to be seen.

Irregularities of rainfall over Hawaii are revealed by the weather bureau's report for 1928. The rainiest portion of the island was the slope of upper Pun Kukul, on West Maui, where 970 inches of rainfall were recorded. Only a few miles to leeward, at Olowalu, was the driest place on the islands. Many a desert country experiences greater annual rainfall than was recorded at this point, where only 2 inches of rain were registered. In general, the east slopes of the Hawaiian islands are rainy while the other side of the mountains are comparatively dry. In 1928 Hilo recorded 155 inches of rain while Honolulu had only 15 inches. The rainfall in 1928 was generally below normal, with the least being recorded on the island of Oahu, where the precipitation was but 75 per cent. of average.

News and Views.

H.M.S. Cleopatra, one of the cruisers bringing relief for the China Station, left Colombo for Singapore on Sunday.

The total output of the Kailan Mining Administration's mines for the week ending March 9 amounted to 79,019 tons, and the sales during the period to 89,939 tons.

Mr. Wong Kwong Tin is distributing the prizes to the successful students of the Sacred Heart College to-day, at 11 a.m., at the Majestic Theatre, Nathan Road.

The Bishop of Victoria has received a notification to the effect that Mr. James Orange, who was a member of the firm of Leigh and Orange from 1894-1908, has, under his Will, left a legacy of £200 to be expended by the Bishop amongst the Church of England Charities in Hong Kong. The Bishop is considering how this money can most suitably be used.

A Society called the "Hong Kong Russian Cultural Association," membership in which will be open to Russians as well as to Latvians, Polish, Estonians, etc., is being established in Hong Kong. The members of the initiative group comprise one Latvian, Mr. H. E. Lankapari, and two Russians, Capt. Mikhail Mitrofanovich Afanasevich and Mr. Alexei Alexievich Trambitsky. The authorities have informed Mr. Lankapari that so long as the proposed Society acts in accordance with the law, no objection will be taken to its activities.

Greek labour leaders have just won the right to a fixed number of seats in the Greek senate, it was announced by the International Labour Bureau at Geneva. The victory is considered one of the most advanced and important of any that organized labour has made. Under the new law for the reform the Greek senate will be composed of ninety-two members elected directly by the people; eighteen nominated by trade and labour organizations and ten elected by the Chamber and Senate sitting together. Of the eighteen seats that have been set aside for trade and labour organizations, three will be filled by the chambers of commerce and industry, three by the chambers of arts and crafts, three by representatives of science, arts and letters; five by the chambers of agriculture and four by the chambers of labour. Venizelos declared, in supporting the bill, that the manner in which the labour senators and those representing occupational groups fulfil their duties may lead to an increase in their number.

Mr. Ramsay MacDonald, speaking at Newcastle-on-Tyne, said that when a Labour Government came into office its first task was the fundamental one to stimulate industry. They would put into operation credits for the reconditioning of plant, because so many of the older industries were suffering from out-of-date machinery.

The detective work of a police constable, who obtained a situation on licensed premises as a pianist, led to Alfred Thomas Wood, licensee of the British Arms Inn, a beerhouse, at Halesowen, Worcestershire, being ordered by the magistrates to pay a fine and costs amounting to £30 17s. on four charges of selling whisky and wine and storing liquor without a licence.

About fifty per cent. of the music now played by the King's Guards Bands is American. One of the Guards bands plays each morning in the forecourt of Buckingham Palace. Grand Opera only used to be the rule, but His Majesty recently expressed a wish for modern airs, as well, wherefore the latest American "hits" are now included in the repertoire. Another innovation has been the introduction of saxophones into the Royal bands.

Francis Herbert Hart, aged ninety-two, a farmer, of Hockley, Essex, admitted at Southend Police Court that he had deserted his wife, aged seventy-four, who complained that he had ill-treated her. They were married in 1921. Hart said when the question of means arose that he had a daughter of seventy by his first wife, whom he had maintained "ever since the railway was constructed to Hockley." The Bench ordered him to pay his wife 10s. a week.

In connection with the opening of the flat-racing season in England, it is interesting to note that the totalisator will be in use towards the end of May or the middle of June, and that a racecourse in the Metropolitan area will be the first to introduce this new type of betting. Epsom has not applied to be approved, so there will be no totalisator when the Derby is run. It is unlikely that the totalisator will be used at Royal Ascot this year, but it is expected to be in operation at the St. Leger meeting at Doncaster.

Irregularities of rainfall over Hawaii are revealed by the weather bureau's report for 1928. The rainiest portion of the island was the slope of upper Pun Kukul, on West Maui, where 970 inches of rainfall were recorded. Only a few miles to leeward, at Olowalu, was the driest place on the islands. Many a desert country experiences greater annual rainfall than was recorded at this point, where only 2 inches of rain were registered. In general, the east slopes of the Hawaiian islands are rainy while the other side of the mountains are comparatively dry. In 1928 Hilo recorded 155 inches of rain while Honolulu had only 15 inches. The rainfall in 1928 was generally below normal, with the least being recorded on the island of Oahu, where the precipitation was but 75 per cent. of average.

Mrs. Whall of Cosham.

Film stars might look with envy on Mrs. Jane Rebecca Whall, of Cosham, who died at Portsmouth at the age of 81. She had seven husbands—the last of whom she survived. "Becky," as she was known, was not successful in her sixth marriage. It transpired after the ceremony at a registrar's office, to which she travelled in a tramcar, that her "husband" was already a married man, and he was charged with bigamy. Mrs. Whall was never a widow for long, and was proud to relate that all her husbands were good men. She had lived at Cosham 11 years and had married three times during that period. "Becky" latterly wore all her wedding rings with her latch-keys around her neck.

New Process for Gold Extraction.

A great deal of interest has been created at Kalgoorlie, Australia, by the announcement made in London by Dr. K. B. Edwards that experiments with a modified bromocyanide process indicated that ore treatment costs could be reduced to 10/- a ton. Although the general manager of Perseverance (Gold Mines) declines to make any statement until he receives advice from London, it can be taken that the cable report is correct. The new process, if it can be applied successfully to the treatment of ore on a large scale, will result in the elimination of concentration and the roasting of concentrates. It will be possible to treat sulphide telluride ore in the same way as oxidized ore is now treated. The changes over to the new method, however, would necessitate expenditure on new plant, and in the case of the Perseverance this has been estimated at from £20,000 to £25,000. The general impression among mining men is that the latest metallurgical development gives ground for restrained optimism.

THE SPIRIT OF CHINA'S SAGES.

PROF. SHASTRI'S REMARKABLE ANALYSIS.

THE SPIRIT OF "JEN."

Professor H. P. Shastri in lecturing to the University Arts Association last night on the spirit of the Chinese sages expressed a firm belief in the future greatness of China, and that her mission, despite surface confusions, would be to win the world to her own doctrine of peace, of pacifism. If, he concluded, China, failed in this, if a wedge was driven between China and other peoples a disaster would inevitably arise in the Pacific besides which that of 1914-18 would be insignificant. He believed, however, that the spirit of Great Britain, who had given a splendid lead to the world in her recent treatment of China, the democracy of America, the chivalry of Japan, linked with the spirit of the Chinese sages, expressed by the term *jen*, which was more alive now in the hearts of the Chinese than ever before, would combine to win the universal peace, the Utopia which men of all races now sought.

This was the climax of a remarkable analysis of the leading ideas of Chinese philosophy which included an analysis of the term *jen*—consideration to others—which was made plain by well chosen anecdotes of the sages rather than by any elaborate investigation of their systems. Mr. Shastri, who held the close attention of the crowded hall for over an hour, and was accorded an ovation when he finished, has held many important University chairs in China and Japan, but now devotes himself to the task of a travelling lecturer working for the great object of peace.

Confucius. Taking as the foundation of his lecture the life and teaching of Confucius Professor Shastri said that the Sage used as his models the two Emperors Yao and Shun and the traditions of their perfect lives. To all questions he applied the test, what would his masters have done? Out of this grew an elaborate system, outworn in details, but alive to-day in its spirit of consideration of fellow feeling or *jen*. Confucius interpreted and fixed the manners of China, its strange, inherent democracy, its love of peace. Confucius began with the individual, with the necessity of harmonising the inner nature and the outer nature to the surrounding world. To attain this the child must be taught music and right thinking. It was curiously close to Plato's "music and gymnastics as the basis of education." Chinese philosophy thus emphasised first the harmonising of the spirit and then the conquest of self-seeking. This was the spirit *jen* and as China had predominated in China, China had prospered, as it had languished China had failed.

UNIVERSITY WOMEN'S HOSTEL.

FURTHER DONATION TO THE BUILDING FUND.

The Joint Hon. Treasurers of the Organising Committee of the University Women's Hostel beg to acknowledge with thanks the following donation.

Mrs. Dunbar \$1,000

ROBBERY AT TAI-PO.

THREE RAIDERS MAKE SMALL HAUL.

Early this morning three Chinese men entered an unnumbered house in a village near Tai-po and succeeded in getting away with a small sum of money and a few articles of clothing. They were detected by a farm coolie as they were leaving the house but kept him at a distance by brandishing iron bars and escaped.

THE SMALL-POX EPIDEMIC.

MORE CASES LAST WEEK.

Though the small-pox epidemic is on the decline the Colony is not yet "out of the wood." Last week there were 31 cases and 47 deaths, compared with 28 cases and 51 deaths for the week ending March 10. Of last week's cases 17 were from Victoria, 13 from Kowloon and one from the New Territory. The threat of an outbreak at Shaikwan, a poor and crowded area, fortunately have not materialised. On Monday four more cases, two from Victoria and two from Kowloon were notified. To date the total number of cases is 1,448 with 816 fatalities.

CHIANG KAI SHEK'S TROOPS ACTIVE.

THE MARSHAL TAKES PERSONAL COMMAND.

WUHAN FORCES OUT-NUMBERED.

BRISK FIGHTING IN CHEFOO AREA.

No definite news of further hostilities along the Yangtze are to hand, but Marshal Chiang Kai Shek is reported to have arrived at the front in person.

His army is estimated at 150,000, and it is thought that the Wuhan party will not be able to withstand a really determined attack, owing to inferior numbers.

Chang Tsung Chang has taken the offensive in Shantung, but after minor initial victories, has been repulsed, with 800 casualties.

The Kuomintang Conference are busy electing Committees, and have issued various "punitive manifestos," against the Wuhan malcontents and their allies.

FIGHTING AT CHEFOO.

LIU CHEN NIEN ON THE DEFENSIVE.

[THROUGH REUTER'S AGENCY.]

CHEFOO, March 26. Enemy forces last night attacked Liu Chen Nien from three directions. First, on the main front at Kangyue, second, at Mengchou, about three miles south of Fushan, and third, by means of junks containing 200 plain clothes men, who were landed halfway between Chefoo and Muping. They destroyed a small village in this latter place, and have not yet been ejected by Liu's forces. Liu Chen Nien has instructed the gunboat Kiang Lee to proceed there.

The village of Laishandji, five miles south of Chefoo was also attacked, and houses burnt. It is not yet known whether Liu Chen Nien is holding his ground on the main front, but the strictest martial law was enforced in the Chinese City from noon to-day.

Liu Turns the Tables.

The previous message regarding junks landing 200 men halfway between Chefoo and Muping is incorrect.

It should read that 2,000 of Chang Tsung Chang's men secretly disembarked Liu Chen Nien's position with the intention of attacking Chefoo from the east, but Liu's secret service discovered the plot.

A brigade of troops was sent to meet the attackers defeating them with enemy casualties of 500 to 600. The enemy fled to the east of Muping, but prior to flight destroyed five of Liu's motor lorries, and kidnapped the chauffeurs.

Apparently Liu Chen Nien is holding his position in the west.

CHIANG KAI SHEK'S FORCES.

150,000 MEN IN THE FIELD.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 26. It is estimated that Marshal Chiang Kai Shek has at least 150,000 troops in Anhui and Kiangsi, of which five divisions on the North Bank of the Yangtze under Generals Liu Chi Kuo, Chu Tung, Chu Chao Liang, Chiang Ting Wen, and Hsin To Yim are advancing through Susung and Yingshan to Hupoh.

Two divisions under the command of Fang Ting Ying and Chao Wan Shun are advancing through Shih Chang and Yimang on the South Bank of the Yangtze, while four others under Generals Miao Pai Nan, Fang Chah, Wang Chun and Chin Hui Ting have been ordered to march south-east of Nanchang through Wantai and Yuehchowfui toward Pinghsiang.

The Wuhan forces are said to have Hsia Wei's division at Lotien-hsien and Hwangchiesien north-east of Hupoh, and Chao Chun's division on the North Bank of the Yangtze a few miles west of Wusueh. Chen Yu Hui's division on the South Bank of the Yangtze in the vicinity of Tungcheng and Tungshan.

Chang I Chun's and Yen Chi's divisions are holding Liding to the westward of Pinghsiang, while Hu Tsung Tao's division are garrisoning the Wuhan towns.

The Wuhan available forces are estimated at 60,000, which is deemed insufficient to hold the Nanking forces should the latter take the offensive.

Hostilities Reported.

SHANGHAI, March 26. It is reliably reported that severe fighting has broken out in the vicinity of the boundary between the north of Hupoh province (the Kwangsi faction's side) and the north of Anhui province (the Nanking faction's side); also to the south of the Yangtze River, in the vicinity of the boundary between Hunan province (the Kwangsi faction's side) and Kiangsi province (the Nanking faction's side).

The fighting on the Hunan-Kiangsi frontier was near Wantai and Tungshien.

Forty of Marshal Chiang Kai Shek's military staff left Nanking for Kiukiang (the port of Kiangsi, on the Yangtze) this afternoon.

Marshal Chiang Kai Shek, the head of the Nanking faction (and, therefore, of the National Government) (Continued at foot of next column.)

GIANT LINER GUTTED.

GERMANY'S "BLUE RIBBON" HOPE.

£2,000,000 DAMAGE.

[THROUGH REUTER'S AGENCY.]

HAMBURG, March 26. A fire, the cause of which is unknown, broke out in the forepart of the new 48,000-ton liner Europa at the Blohm and Voigt Shipyard.

The Europa was launched in August last year and should have sailed for New York on August 21 on her maiden voyage, with the expectation of regaining for Germany the "Blue Ribband" of the Atlantic.

The flames spread very rapidly, and enveloped the whole of the vessel in a few minutes. The efforts of all the fire brigades in Hamburg were fruitless. Fire boats pumping water had to withdraw for fear of being crushed by the liner which listed as it was burning.

The Europa and her sister ship, the Bremen (also launched last year) were being equipped, most luxuriously. They were expected to cross to Atlantic in less than five days.

The Europa was valued at £2,000,000, but the loss is fully insured.

THE KING STILL WEAK. MAY GO TO WINDSOR IN MAY.

[BRITISH WIRELESS SERVICE.]

H.M., the King, passed another good day. His Majesty went out for three-quarters of an hour into the grounds of Craigwell House, and, for the first time, did not use his bath chair.

It is understood that the King has made big strides since he has been going out into the grounds, but it is emphasised that His Majesty is still weak and tires easily.

It is considered likely that His Majesty may go to Windsor some time in May, if he continues to progress satisfactorily, so that he will be near London at the time of the General Election.

JAPANESE DIET SCENES. CABINET IN DANGER.

[THROUGH REUTER'S AGENCY.]

TOKYO, March 25. After one of the stormiest sessions on record, in which the Government's life appeared seriously endangered more than once, the sixth session of the Diet ended shortly before midnight.

Though the Government weathered the storm a number of its most important Bills were shelved, including the Tax Transfer Bill, which was severely attacked on the grounds, *inter alia*, that its passage would entail the removal of an important source of revenue—129,000,000 Yen annually—at the time when the country faces the prospect of a huge naval replacement programme, both capital ships and auxiliaries, on the expiration of the Washington Agreement.

Though many observers predict that the Government, owing to the shelving of the Bills, will quit office before the summer, the Cabinet, it is reported, has decided to remain in power, in which case it will probably carry out reorganisation before long.

TO INDIA BY AIR. SERVICE MAY START THIS MONTH.

[BRITISH WIRELESS SERVICE.]

BUGBY, March 25. Replying to a question in Parliament, Sir Samuel Hoare, Secretary for Air, said the few minor outstanding points between the British Government and the Italian Government in connection with the projected air service to India had been satisfactorily settled, and he hoped the service would be inaugurated before the end of this month over the route originally contemplated.

FIGHTING BEGINS.

According to a telegram received by the *Industrial and Commercial Daily Press*, the Wuhan forces attacked Nanking troops at Ying-shan. General Hsia who was in command wired Marshal Chiang as to what he should do. Chiang replied "attack the enemy."

Another telegram states that the Wuhan troops are attacking Wantai and Tungku.

The gunboat Chu Chien proceeded to Nanking from Shanghai on Monday by order of Admiral Yang Shu Chwang.

It is reported from Nanking that the 52nd Division marched *via* Lotien, the 15th Division in Huangmei and the 16th Division has passed Wusueh. Fighting is imminent.

ANGLO-RUSSIAN TRADE.

DELEGATION LEAVES FOR MOSCOW.

A LARGE PARTY.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 25. The British Industrial Mission to Russia organised by the Anglo-Russian Committee in London recently, has left for Moscow. The delegation numbers 85, representing more than a hundred and fifty firms and trading organisations, and covering nearly every important branch of British manufacture and commerce.

It is claimed by the organisers that the delegation is the most comprehensive and influential combination of commercial and industrial interests that has ever left England on a similar mission.

Its object is to study conditions in Russia and to survey and investigate openings for British trade.

The question of credits and of Russian financial resources will form an important part of the enquiry.

The delegates expect to remain in Russia for three or four weeks, during which time they will be the guests of the Soviet Government. They will be met at Ostend by a special train which will take them on to Moscow.

FRESH TRANSATLANTIC ATTEMPT.

SPAIN TO S. AMERICA.

[THROUGH REUTER'S AGENCY.]

SEVILLE, March 25. The first Transatlantic flight attempt of 1929 began from Seville to-day when the well-known Spanish aviator, Captain Jimenez and Captain Inglesias took off for a non-stop flight to South America. The aviators are flying in the "Jesus del Gran Poder," the machine in which they flew to Basra last year.

Arrival in Brazil.

BUENOS AIRES, March 26. Jimenez and Inglesias have passed over Natal, Brazil, heading southwards.

NEW YORK EXCHANGE SLUMP.

HIGHER RATE SPEELS DISASTER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, March 26. The elevation of the call money rate to 14 per cent. has marked the beginning of one of the most disastrous of heavy declines in many months.

Many active stocks have lost five to thirteen points, and even first-class rail rates are slumping considerably.

THE CRISIS IN MONACO.

[THROUGH REUTER'S AGENCY.]

MONTE CARLO, Mar. 25. The issue of a proclamation cancelling the manifesto announcing the elections in June has led to the recurrence of the agitation in Monte Carlo.

VICAR HATES BELLS.

AS BAD AS CATS AND THE BAGPIPES.

The Vicar of St. Michael's Church, Derby (the Rev. C. A. Felgo) has made what he describes as a "rebellious" outburst against the ringing of church bells, against he classes, with Scottish bagpipes and cats at night.

The vicar's church stands a few hundred yards from Derby Cathedral, where what is regarded as a very fine peal of bells is rung in the lofty tower. These bells are pealed every Sunday, and frequently during the week.

No Music at All.

Referring to the bells the vicar of St. Michael's says: "I personally loathe the church bells—absolutely loathe them. They are like a red rag to a bull to me: a mere row, no music at all."

"I always class three things together—church bells, Scottish bagpipes, and cats at night."

"I do not know which is the worst. There is as much music in any of them, or none in any at all. I often wish the campanologists were made to camp on Salisbury Plain or somewhere else and stay there."

THE "I'M ALONE" SINKING.

SCATHING NEWSPAPER COMMENT.

MR. MELLON'S REPLY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 26. A memorandum from Mr. Mellon, Secretary of the Treasury, declares that the *I'm Alone* was a notorious smuggler and law-breaker and not only was a thorn in the side of the United States, but actually got into trouble with the British authorities over false clearances from British ports.

The ship was within twelve miles of the Louisiana coast when first hailed. A "continuous pursuit" precisely according to the well-known doctrine of International law ensued until she was overtaken and again defied United States authority.

The memorandum quotes the application of the same doctrine when the British Columbia Admiralty Court in 1925 condemned the American ship *North*, and the decision was upheld by the Supreme Court of Canada.

Scathing Comment.

New York, March 25. A scathing leader on the *"I'm Alone"* incident in the evening paper, the *New York Telegram*, says the United States is now in the midst of a dangerous arms race with Great Britain, largely owing to the issue of the freedom of the seas, and "yet we are the first to violate that principle which from the beginning America has tried to make the cornerstone of international law. We don't own the seas yet and can't dry them up under the Volstead Act."

The *Evening Post*, which is in no respect prohibitionist, describes the incident as the most cowardly thing since the German submarine outrages.

Official British Report.

WASHINGTON, March 25. The British Consulate at New Orleans has submitted to the Embassy a full report of the incident and Mr. F. B. Kellogg is awaiting a report from the Treasury.

It is stated that it has not yet been established whether the schooner was within the prescribed hours' run from the coast when hailed.

Canada's Interests.

OTTAWA, March 25. The Canadian Government is involved in the sinking of the *"I'm Alone"* which is on the Canadian registry.

Captain Randall was an officer in the British naval reserve during wartime and won the D.S.O. and the Croix de Guerre with two palms.

Treasury View.

Mr. A. Mellon, Secretary to the Treasury, has received a report from the consular on the incident and declares that the "consular seem to have been within the law and justified in what they have done."

PROBLEM OF A LOCKED ROOM.

LONELY MAN'S DEATH FROM HEART DISEASE.

The extraordinary tragedy of a man who was found dead in the back parlour of his shop at Ramont-street, St. John's Wood, with the door locked on the inside and barricaded with a chair, was the subject of an inquest at Marylebone.

He was Mr. Henry John Benford, aged sixty-seven, a miter confecturer. The coroner recorded a verdict of "Death from natural causes."

A son said that his father had been depressed since the death of his wife in November.

Letter Found.

Mr. Benford wrote in a note which was found: "I have had such bad nights, due no doubt to my being so solitary. I did miss mother so much and I fretted so much, but I could not help it. I hope if I do anything I shall you will all forgive me. It seems hard when I thought to be enjoying a little rest, but that is fate."

I wish all who have been good to me all the best, but others who have acted unkind to me—I don't know what for—I hope they will be paid back in some bad way. My nerves are all confused.

The coroner remarked that it was a peculiar case. The medical evidence negated any idea of poisoning, but the doctor found serious heart disease. The circumstances surrounding the death created a certain amount of suspicion that Mr. Benford was about to commit suicide, although he did not actually state so in the letters he left behind.

Death, no doubt was from heart disease after the locked and blocked the parlour door.

THE BURIAL OF MARSHAL FOCH.

DENSE CROWDS IN PARIS PAY TRIBUTE.

WORLD-WIDE SYMPATHY.

POPULAR PRINCE OF WALES.

[THROUGH REUTER'S AGENCY.]

PARIS, March 26. The funeral knell for Marshal Foch was already tolling in the north tower of the Cathedral of Notre Dame at midnight, when crowds started to assemble in the Cathedral square and to take up positions on the route.

Crowds were already dense at 8 o'clock this morning, and everywhere expressions of satisfaction were heard at the attendance of the Prince of Wales, who has still more endeared himself to the French public by his spontaneous wish to pay homage to the great warrior.

The British Guardsmen spent the night in the barracks of the Republican Guard, and marched into Notre Dame Square in good time to take their place in the procession that left the Cathedral at 10.15 a.m. Their red tunics and bearskins surprised the Parisians who were accustomed to the khaki-clad British Tommy of wartime.

The weather was fine. All Business Suspended.

The normal throbbing and busy life of Paris was temporarily frozen into silence. Houses on the route from the Cathedral to Les Invalides were crowded with spectators, and places in the windows sold for 25 apiece. All shops and banks were shut and barred.

Even more significant than homage in the Capital are the sheaves of telegrams still pouring in from the provincial cities and the Colonies, as for instance India, China and Morocco, showing universal participation in the mourning.

The innumerable telegrams of condolence include one from the Emperor of Abyssinia. The town of Doullens, where the supreme Allied Command was conferred on Marshal Foch on March 23, 1918, sent a delegation consisting of the Mayor, municipal councillors and ex-soldiers.

Two Million People.

The coffin was borne to the Cathedral Square, where a cortege has formed. General Pershing led the United States delegation, and the Prince of Wales the British. Behind him came Admiral of the Fleet Wester Wemyss and Field-Marshal Methuen, Plumer, Allenby, Claud Jacob, Milne, Air-Marshal Hugh Trenchard and the Dominions representatives.

The tunic of the Coldstream detachment with the band, the London Scottish pipers, and a detachment of the Royal Air Force, attracted considerable attention; then came the Italian Alpini and Bersaglieri.

It is officially estimated there were two million people on the procession route.

the Great War, to handle the merchant vessels in war-time.

Badgers such as the Emden, the lecturer stated, were more of a nuisance than a menace. Sir Norman told of a case where a ship was safely escorted by the Navy to Falmouth, but on the voyage up channel was sunk by an enemy submarine.

The Admiralty could not be blamed in a case like that, because it was impossible to upload the ship at Falmouth and even if it had been the railway bridges in Cornwall would have been unable to carry its weight of this particular cargo.

If the enemy adopt the system of destroying merchant shipping the convoy system, such as was used in the last war, must be used.

Convoys must have aircraft to give warning of danger and assist in repelling bombing attacks.

The merchant navy now fully recognized that the menace of gun and shell fire is much greater than that of the torpedo or aerial bomb. The Great War can have left no one in doubt, and in any future war the enemy is certain to concentrate on the destruction of our merchant fleet by every means in his power, he concluded.

Oil and Pulverized Fuel.

Exports, however, must also be maintained to pay for the imports and prevent the loss of markets after war is over. This was illustrated by the cotton trade with the Sudanese, who before the war used cotton goods made in Lancashire, but during the war the Japanese set up mills and captured this trade.

The growth of oil as a fuel added to the perils of Great Britain during war by increasing our dependence on outside sources, and the promise of pulverized coal as a fuel gave hope that this dependence would be considerably decreased.

For the protection of merchant shipping the Navy must be assisted by an expert body, corresponding to the Ministry of Shipping during

As the cortege passed the Jeanne D'Arc Statue, the band for the first time played the Marseillaise. This was repeated at the Strasbourg statue, and a squadron of army aeroplanes circled overhead.

The Commander of the Invalides and two Franco-Prussian war veterans met the coffin at Les Invalides steps which were lined with War veterans and disabled soldiers, some in invalid chairs.

Another service was held in the St. Louis Chapel, and whilst the remains were lowered in the grave, the school choir sang a funeral hymn.

A Simple Service.

The Square in front of Notre Dame was cleared of the public at seven this morning to permit of the massing of French and foreign troops and ex-soldiers for the procession. Five thousand ticket-holders began to arrive at eight.

Drums and bugles sounded the military salute, and the band played "God Save the King," as the Prince of Wales, in Welsh Guards' uniform, arrived. Members of the Government, the Cardinal and Archbishops of Paris, Rheims and Reims received the Prince, Prince Charles of Belgium, and President Doumergue on the threshold.

An oppressive silence inside was broken only by the low murmuring of the priest and the responses of the acolyte. The customary solemn Requiem and High Mass, with choir accompaniment, was not celebrated because of its being Holy Week, and so a simple Low Mass was recited by the priest of St. Germain l'Auxerrois, who seemed more in keeping with the simplicity of his life.

The bells in all the churches in Paris began simultaneously to toll at the conclusion of Mass, and the mourners headed by President Doumergue, the Prince of Wales and Prince Charles of Belgium filed past the coffin.

A conspicuous and a pathetic figure was Marshal Joffre, limping as a result of a sprained ankle, and supported by two Staff Officers. The Prince of Wales greeted the old warrior, and spoke a few words to him.

French Premier's Oration.

M. Poincare in a short funeral oration in front of Les Invalides said that Foch had no other ambition than to serve. He desired no recompense, but a sentiment of duty accomplished.

"Let us bow before the sacred remains of him who, in serving France served humanity, and who will continue to live for posterity."

the Great War, to handle the merchant vessels in war-time.

Badgers such as the Emden, the lecturer stated, were more of a nuisance than a menace. Sir Norman told of a case where a ship was safely escorted by the Navy to Falmouth, but on the voyage up channel was sunk by an enemy submarine.

The Admiralty could not be blamed in a case like that, because it was impossible to upload the ship at Falmouth and even if it had been the railway bridges in Cornwall would have been unable to carry its weight of this particular cargo.

If the enemy adopt the system of destroying merchant shipping the convoy system, such as was used in the last war, must be used.

Convoys must have aircraft to give warning of danger and assist in repelling bombing attacks.

The merchant navy now fully recognized that the menace of gun and shell fire is much greater than that of the torpedo or aerial bomb. The Great War can have left no one in doubt, and in any future war the enemy is certain to concentrate on the destruction of our merchant fleet by every means in his power, he concluded.

Oil and Pulverized Fuel.

Exports, however, must also be maintained to pay for the imports and prevent the loss of markets after war is over. This was illustrated by the cotton trade with the Sudanese, who before the war used cotton goods made in Lancashire, but during the war the Japanese set up mills and captured this trade.

The growth of oil as a fuel added to the perils of Great Britain during war by increasing our dependence on outside sources, and the promise of pulverized coal as a fuel gave hope that this dependence would be considerably decreased.

For the protection of merchant shipping the Navy must be assisted by an expert body, corresponding to the Ministry of Shipping during

the Great War, to handle the merchant vessels in war-time.

Badgers such as the Emden, the lecturer stated, were more of a nuisance than a menace. Sir Norman told of a case where a ship was safely escorted by the Navy to Falmouth, but on the voyage up channel was sunk by an enemy submarine.

The Admiralty could not be blamed in a case like that, because it was impossible to upload the ship at Falmouth and even if it had been the railway bridges in Cornwall would have been unable to carry its weight of this particular cargo.

If the enemy adopt the system of destroying merchant shipping the convoy system, such as was used in the last war, must be used.

Haig

TO OPEN
Remove cap
raise lever and
push upwardsTO CLOSE
Replace cap
and push
lever downNEW BOTTLE SEAL
(NO CORKSCREW)

QUICK - CLEAN - SAFE

Nobody can put better Whisky into any bottle than that which goes into the Haig bottle.



Doctors are using it
Judges are using it
Sufferers from acidity
find it preferable to
any other stimulant



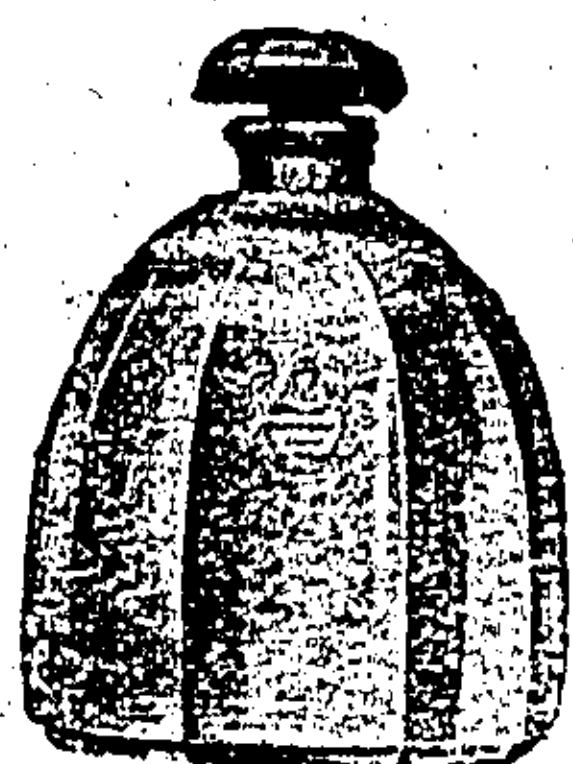
SOLE AGENTS:-

GANDE, PRICE & CO., LTD.

TEL. C. 135.

HONG KONG.

Parfumerie Rigaud

ETABLISSEMENTS RIGAUD,
PARIS.

If you are buying Parfumeries, we recommend you to our "CHYPRE De Rigaud," "Parfum Petit Modelé," "Fleur Du Soir," "Rosa Amata," "Le Lili de Rigaud." We are well-known in the manufacture of Parfumeries, Essences, Eau de Cologne Supérieure, Face-Powder, Crème de Beauté, Hair Oil and Lotion at Moderate Prices.

AGENTS:-

VICENTE ATENZA & Co.

Flacons de Luxe

Un Air Embaume No. 54, NATHAN ROAD, KOWLOON.

Le Lili de Rigaud

TEL. K. 155.

MARCHANT'S

SIR?



Certainly.

What else

should, I

drink?

MARCHANT'S
Gold Label
Whisky.

SERVICE TO READERS:-

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BARR LANE, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable, shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

BALLANTINE'S
in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria
H.M. The Late King Edward VII.and
His Majesty King George V.PURE SCOTCH LIQUEUR
WHISKY

10 years old.

GEORGE BALLANTINE
& SON, LTD.GLASGOW AND LONDON.
DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

The French Store
Beaconsfield Arcade.STOPS INDIGESTION WHERE
IT STARTS.

It's a fine thing to get up from a hearty meal, knowing that the food which you have enjoyed will be easily digested, without pain or any stomach suffering. Yet it's the easiest thing in the world to avoid indigestion or, if you are an habitual sufferer, to stop it and put the stomach into perfect health. Just a little 'Bisurated' Magnesia in water, or two or three tablets taken after eating, instantly neutralises the excess acids which cause the trouble, prevents fermentation, and soothes, heals and strengthens the inflamed stomach lining. 'Bisurated' Magnesia, which is sold by all chemists, is the remedy which is recommended by doctors, used in hospitals, and by thousands of one-time sufferers, who have proved again and again that it is a certain reliever of all acid-caused digestive troubles.

Money and Markets

HONG KONG MARKET
REPORTS.

Quotations at yesterday's local market for rice, sugar and other foodstuffs were as follows:-

Rice.	Per Picul
Hung Kum Ou, Unglutinous	7.02
Green Moon	7.02
Green Double Swallows	7.27
Red Seal, Glutinous	7.63
Red Seal, Glutinous, Broken	6.43
No. 1 Glutinous, Broken	6.17
No. 2 Glutinous, Broken	6.03
Red Seal, Broken	6.27
Green Pearl, No. 1, Broken	6.13
Green Pearl, No. 2, Broken	5.93

Sugar.

No. 20 Coarse Granulated	\$7.73
Java, Brown	6.63

Miscellaneous.

Ground Oil, Fongtze	\$24.50
Camellia-nut Oil	21.50
Red Tea	20.00
Scarlet Bean, Newchwang	8.20
Green Bean, Sunsheng	8.60
Sago Powder	6.20

CANTON COTTON YARN
MARKET.

Prices of cotton yarn have been rising in proportion to the high exchange rate for Hong Kong money. Accordingly to a telegram, stocks are exhausted at Shanghai and consequently, very little business is being done in Canton.

Quotations at Monday's market were as follows:-

No. 6 Lion	\$230
Lion, the second	220
Hut Hou	220
No. 10 Sailing Vessel	292
Golden Coin	290
Peacock	290
Lotus & Bee	290
Double Lions	280
Five Lions	280
Rich God	278
Tai Fat	278
Tak Lee	278
Excellent Crops	230
No. 12 Gold City	310
Peacock	310
Foo Kwai	310
Yee Yee	310
Tramcar	305
Pretty Damsel	310
Acropolis	310
Tak Lee	310
No. 18 Globe	335
Foo Kwai	330
Yan Chung	330
No. 20 Golden City	410
Globe	400
Good Harvest	400
Fai Sing	400
Double Horses	400
The Room	410
Double Elephants	400
Ng Fook	360
Yan Chung	390
Tramcar	390
Shepherd	390
Poo Yee	382
Three Stars	390
No. 32 Pagoda	560
Double Horses	540
Tin Koon	560
Pine Tree and Deer	580
Sheung Hee	570
No. 42 Five Sons	640
Butterfly	640
Happiness	640

CANTON STOCK EXCHANGE.

LATEST QUOTATIONS.

CANTON, March 26.

Water Works	3.90
Electric Power & Light	4.60
Canton-Hankow Railway	0.53
The Sun Company	80.00
Sincere Company	104.00
Nanyang Bros. Tob. Co.	4.30
Tramways Company	2.80
China Merchants' Steam Nav. Company	58.00
Central Bank of China	48.00

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 25.

Paris	124.171
Geneva	25.22
Berlin	20.454
Prague	1631
Lisbon	108
Rio	5/27/32
Shanghai	2/81
Silver (spot)	23
Silver (forward)	23 1/16
New York	4.851
Amsterdam	19.101
Stockholm	18.50
Helsingfors	183
Athens	375
Buenos Aires	47 11/13
Hong Kong	1/111
Brussels	34.98
Milan	92.701
Vienna	34.621
Madrid	31.821
Bucharest	8141
Bombay	Holiday
Yokohama	1/101

CANTON TRADE
NOTES.

The Wuchow rice market, which has been dull over a very long period now shows signs of improving.

The prices of electric goods of all kinds continues to rise owing to the new tariff and the Japanese boycott.

Rice-paper hats, for summer wear, are being made in large quantities in Kwangtung this year, and, owing to the Japanese Boycott the local industry is enjoying a boom.

The price of gold has risen sharply in Canton. A week ago the price had risen to \$7.20 a mace, but recently it touched \$8.70, but in spite of prices the goldsmiths are besieged by customers.

The rate of exchange for Hong Kong money continues to rise in Canton and is now \$1.50 for \$1 Hong Kong. The rate for big silver dollars, Shanghai and foreign notes has also gone up. In spite of this a brisk demand continues.

Since the new tariff came into force importation of foreign goods has appreciably decreased by about 45 per cent. This is partly due to the big stocks secured in anticipation of the tax increases. Prices have risen and trade is dull. In Government offices and factories no foreign goods are allowed unless such goods are not produced anywhere in China.

Owing to shortage of arrivals and war rumours rice imports of Hongkong have raised the price of rice of common grade which sold for \$3.10 a picul a month ago is now \$8.50. Many complaints are being voiced especially by the poorer people. The price of rice from Amman and Siam has also gone up in the Leung Kwong provinces, but the native product is remaining in most places at the usual figure.

RUBBER.

FAIRLY ACTIVE MARKET.

Messrs. Pentreath & Co. have handed us the following letter dated February 27 from Messrs. Hornby, Hemelryk & Co., Liverpool:-

The market has been fairly active during the past week, and a considerable business has been done at improving prices, due to a good demand from consumers, aided by speculative activity.

The reaction for which many consumers had been waiting did not materialise, and the fact the market continued to advance forced some buying of near positions which carried Spot and March to 131d. In the meantime, there has been some profit-taking, which in view of the rise which has occurred, is not unnatural, and the market was rather unsettled yesterday with a somewhat easier tendency.

Reports from America foreshadow very satisfactory consumption figures for February, one fairly reliable authority indicating a figure of 41,000 tons. This would be a very large quantity bearing in mind that the short-month has been further curtailed by two days holiday.

Latest advices point to the total shipments from Malaya during February amounting to about 40,000 tons.

Stocks: London 25,005 tons (increase of 248 tons). Liverpool 4,151 tons (increase of 65 tons). A further slight increase is expected this week.

Malay stocks on January 31: 33,119 tons, compared with 34,432 tons on December 31.

Whilst one hesitates to advocate purchases after such a substantial advance, it must be borne in mind that sentiment is still in favour of the article. Moreover, many consumers, who had been hoping for a reaction, have not yet covered their requirements. We feel, therefore, that higher prices will be seen ultimately, and we favour purchases on any reaction.

Our latest cables from New York state that there is a better demand from manufacturers. Our correspondents are of opinion that prices will work to higher levels, as they believe manufacturers underestimated the consumption during the first six months.

ROVER COMPANY'S LOSSES.
CAPITAL REDUCED.

Mr. Justice Romer, in the Chancery Division has confirmed a reduction of capital of the Rover Company, Ltd., of Coventry, from £1,050,000 to £420,000 on the ground of loss.

Mr. Bischoff, for the company, said that it was proposed to write off 12s. from each of the 1,050,000 £1 shares, all fully paid, and to reduce their value to 8s.

IMPORTS-PRICES CURRENT.

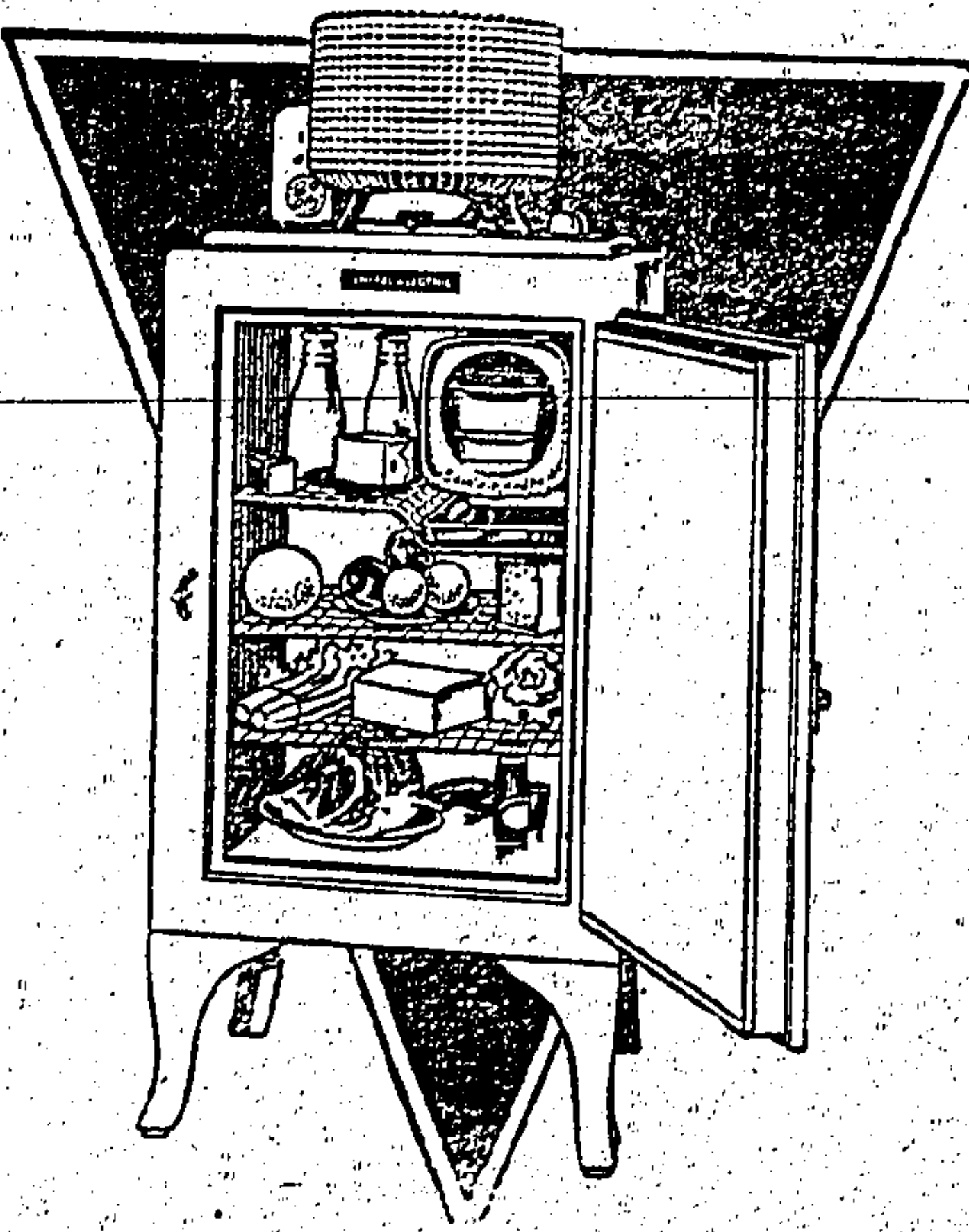
The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Iron and Steel	per picul \$7.00
Nail Rods	4.50-5.30
Steel Bars (round 1 1/2")	4.65
" Angles	5.40
" Rods	4.25
" Joists	5.20-5.15
" Sheets 4' x 8'	5.10
" Heavy stocks. Prices lower.	5.10
" Plates	5.10
Local market weak.	
Swedish Bars	per picul \$11.10
Small round rods	5.40-6.20
Hoops, black steel	7.70
" galvanised	11.10
Tubes, black	74 per cent.
" galvanised	74 per cent.
Wire Nails, 1 1/2"	per picul 7.70-8.20
Galvanised corrugated sheets, 24" x 36"	per 100 lbs. 24.9 \$7.20
Galvanised 1/2" x 4" x 9"	per picul 19.50
Galvanised wire 18/22	\$11.60-11.80
Galvanised wire 3" x 7"	per picul -
(Japan made)	
LEAD:-	
B.M. Spot	15.80-15.00
To arrive	14.20-16.50
Australian - B.H.P. Spot	14.20
To arrive	14.50-17.50
English Yellow Metal	60.00
Sheet	60.00
Japan make 20 oz.	-
JAPAN COPPER:-	
Slabs	-
Tiles	-
ZINC SHEETS, 8 x 4	23.00
WARR AND OLD MATERIALS:-	
TIN PLATES:-	
English L.C.W. 20" x 14", 100 lbs. Spot	9.00-9.10
English L.C.W. To arrive	9.10-9.30
English L.C.W. 18 1/2" x 14", 110 lbs. Spot	9.10-9.20
English L.C.W. To arrive	9.30
Market quiet.	
American L.C.W. (Spot) 20" x 14", 100 lbs. p. box 112 sheets	11.50
American L.C.W. To arrive 20" x 14", 100 lbs. p. box 112 sheets	11.50

Petroleum Products.

WHITE ROSE BRAND	per case 4.30
COMET BRAND	4.11
COKE	4.05
EAGLE BRAND	2 tin 3.75
per bulk	3.12
SCOTT MOTOR GASOLINE	per case 6.60
SILVER LIGHT	4.11
CROWN BRAND	68 lbs. per 2 tins 3.72
" 8 1/2 gals. 68 lbs. per bulk	3.12
CROSS BRAND	71 lbs. per 2 tins 3.46
" 9 1/2 gals. 71 lbs. per bulk	2.88
LAMP GLASS	per 2 tins 3.64
SMALL MOTOR SPIRIT	per case 6.60
" per 2 tins 6.35	
" per bulk 5.85	
per gallon (at pump) 0.70	
TEXACO "SCALA" Kerosene	per case 4.11
" "TIN FOC"	3.87
" GASOLINE	6.60
COALS.	
KAITING-No. 1 Lump	15.00
" Nut Coal	15.00
" No. 2 Lump	11.60
" No. 1 Slack	9.40
" No. 2 Slack	8.70

GENERAL ELECTRIC
Refrigerator

has No Fans, belts, drains, or stuffing boxes. It never needs oiling because a permanent supply of special oil is enclosed in the hermetically sealed casing—thus eliminating the greatest part of maintenance and repair.

Study this model and see how roomy it is because all the machinery is on top! Then call in and inspect the many models on view at our Distributors' Showroom.

The Hongkong Electric Co.

or
The General Electric Co. of China, Ltd.

Sole Agents for China:

ANDERSEN, MEYER & CO., LTD.

Hong Kong and Canton.

LINDBERGH PLANS NEW
AIR SERVICE.NEW YORK-LOS ANGELES IN
36 HOURS.

Pittsburgh, Pa., March 18:- Colonel Charles Lindbergh is working on a plan for a trans-Continental airplane service which will make the journey between New York and Los Angeles in 36 hours, and vice versa, says the Pittsburgh Sunday Telegraph in a copyright article to-day.

The plan is sponsored by the Pennsylvania railway which presumably would operate the proposed new trans-Continental air line in conjunction with its railway service.

The new line would carry air mail and passengers and operate on a regular schedule, cutting the time between New York and California to about one fourth that now required for average transportation.

The tentative plan for the new line would call for transport of passengers and mails about one ninth of the distance by rail and the remainder by airplane.

STAR
THEATRE.RETURN SEASON
OF THE

BANVARD

MUSICAL COMEDY COMPANY

SATURDAY
& SUNDAY

MARCH 30th & 31st

THE BIG LONDON AND
NEW YORK SUCCESS

"LIDO LADY"

FIRST TIME IN HONG KONG

Mon. & Tues. "By REQUEST"

April 1 & 2. THE NEW REVUE

Wednes. "CLOWNS"

April 3. IN CLOVER

Booking Now Open at Montreux and
Theatre, Prices: \$4, \$3, \$2 & \$1.

H.K. FIRE INSURANCE CO., LTD.

60TH ORDINARY MEETING.

OPERATIONS DURING 1927 HIGHLY SUCCESSFUL.

The sixtieth ordinary meeting of shareholders of the Hong Kong Fire Insurance Co., Ltd., was held yesterday in the offices of the Company, 38, Pedder Street.

The Chairman, Mr. B. D. F. Beith, before opening the business of the meeting paid a tribute to the late Mr. H. P. White, who had been actively interested in the Company since 1905 as a member of the Consulting Committee.

Supporting the Chairman were: Messrs. C. Bernard Brown, A. H. Compton, L. Dunbar, A. S. Gubbay, and T. E. Pearce (members of the Consulting Committee) and Mr. H. W. Moon (acting secretary). The following shareholders were also present: The Hon. Mr. W. E. L. Shenton and Messrs. Ho Leung, D. V. Stevenson, J. H. Seth, E. M. Raymond, G. V. Osmund, C. Savard Remedios and M. H. Lo, and also J. Fleming (auditor).

CHAIRMAN'S SPEECH.

Addressing the meeting the Chairman, Mr. B. D. F. Beith, said: Before commencing the business of this meeting, I wish to record the deep regret of your General Managers and Consulting Committee at the death of Mr. H. P. White which occurred on the 28th of last month. Mr. White first took his seat on the Consulting Committee in the year 1905 and during the subsequent period of 24 years he devoted much care and attention to the welfare of this Company.

Highly Successful.

The result of our operations for the year 1927, now under review, was, I am pleased to say, again been highly successful. The account has run off leaving a credit balance of \$738,521.47 which, though slightly less than in the year 1926, is substantially above the average of recent years. It is satisfactory to be able to record that our premium income again exceeds that for the previous year, for, with continued unsettled conditions and lack of security throughout China, together with the acute competition for whatever business may be offered in this and almost all other markets, the problem of maintaining our revenue is one which occasions your General Managers and Consulting Committee much concern.

The ratio of losses works out at 34.12 per cent. as against 33.17 per cent. for the year 1926, whilst the expense ratio has increased to 33.85 per cent. as against 33.09 per cent. for the preceding year.

The rate of exchange at which the figures are shown is practically the same as last year.

The balance at credit of the working account for 1928 is \$675,339.19, or \$27,535.92 less than the carry forward for 1927 after twelve months' working but, in the present depressed conditions of trade generally, it cannot be regarded as other than satisfactory. It is early yet to venture an opinion as to the ultimate result of this account but from present appearances the final balance should prove well up to the average of recent years.

Dividend of 43 per Share.

The surplus to be dealt with at this meeting is \$738,521.47 and we recommend the payment of a dividend of 43 per share, the same as last year, absorbing \$344,000, the appropriation of \$25,000—\$247,422.68 to Gold Reserve, \$100,000 to Silver Reserve and the balance of \$47,098.79 to Reinsurance Fund.

All our reserves are in a satisfactory condition. The Investment and Exchange Fluctuation Account shows an appreciation of approximately \$130,000, which amount is also reflected on the asset side of the balance sheet. This is due chiefly to appreciation in the market values of our gold and silver investments, of which the prices of many are now standing at a very high level.

You will, I trust, approve of the usual bonus of 15 per cent. on their salaries being granted to the staff. I do not think there is anything further in the accounts which requires special mention.

King Edward Hotel Fire.

The past year has been comparatively uneventful from an insurance standpoint and, although there have been no fire losses of unusual importance in the Far East, severe outbreaks in many parts of the world where the Company operates were responsible for heavy claims.

I cannot close without making brief reference to the fire which occurred in the King Edward and Savoy Hotels on the morning of the 11th instant, a disaster which was

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENBEOCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 25th Mar., 1929. [7571]

Unfortunately attended by the loss of several lives, and I would take this opportunity of expressing our deep sympathy with the relatives and with those who suffered injury whilst effecting their escape from the burning building.

This was quite the worst outbreak which the Colony has experienced since the Hong Kong Hotel fire on January 1, 1926, and it is greatly to the credit of the Fire Brigade that they were able to prevent the whole of one of the most important blocks in the business centre of the city from becoming involved.

After the resolution, which I am now about to propose, has been duly seconded, I shall be pleased to answer, to the best of my ability, any questions which shareholders may wish to put.

I now propose the following resolution:—

"That the Report and Accounts as presented, including the payment of a dividend of 43 per share, an addition of \$247,422.68 to Sterling Reserve, of \$100,000 to Silver Reserve, the transfer of \$4,758-18-10=\$47,098.79, to the credit of the Reinsurance Fund, and the payment to the Staff of 15 per cent. upon their salaries, be adopted and passed."

The proposal was seconded by the Hon. Mr. W. E. L. Shenton and adopted unanimously.

Other Business.

The only other business of the meeting was the re-election of Sir Robert Ho Tung and Messrs. C. Bernard Brown, A. H. Compton, L. Dunbar, A. S. Gubbay and T. E. Pearce as members of the Consulting Committee, on the proposal of Mr. Ho Leung, seconded by Mr. D. V. Stevenson; and the re-election of auditors, Messrs. Lowe, Bingham & Matthews and Messrs. Perry Smith, Seth & Fleming, were re-elected auditors on the proposal of Mr. E. M. Raymond, second by Mr. C. Savard Remedios.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

MARCH 26, 1929.	
H.K. Banks	\$1.245 sel.
Do., London	£133 nom.
Chartered Banks	\$204 buy.
Mercantile Banks & C.	£234 sel.
Do., C.	£215 sel.
P. & B. Banks	\$291 nom.
East Asia Bank	\$304 nom.
Canton Insurance	\$295 buy.
Union Insurance	\$384 sel.
North China Ins.	Tls. 160 buy.
Yangtze Insurance	M. \$50 nom.
China Underwriters	\$2.20 buy, 2.42 sel.
China Fire Insurance	\$390 buy.
H.K. Fire Ins.	\$795 buy.
Donghai	\$398 nom.
H.K. Steamboats	\$28 sel.
H.K. Tugs	\$2.40 nom.
Indo-China (Prof.)	\$52 nom.
Do. (Def.)	\$32 nom.
Shell Transport	55/- nom.
Union Waterboats	—
Benguet	\$24 buy.
Kailan Mining Admin.	\$3/8 nom.
Langkai (combined)	Tls. 14 nom.
Do. (single)	Tls. 7 nom.
S'hai. Explorations	Tls. 3 sel.
Shanghai Loans	Tls. 4 nom.
Banhs	\$7.10 buy.
Trench Mines	17/8 nom.
H.K. & K. Wharves	\$123 sel.
H.K. & W. Docks	\$37 sel.
China Providents	\$4 buy, 4.35 sel.
Hongkew	Tls. 169 buy.
New Engineering	Tls. 4 3/8 buy.
Shanghai Dock	Tls. 117 buy.
Shanghai Cotton	Tls. 1 1/4 buy, 1 1/8 sel.
Oriental Cotton	Tls. 2 nom.
S'hai. Cottons (old)	Tls. 72 nom.
Do. (new)	Tls. 35 nom.
H.K. & S. Hotels	\$9.05 buy, 9.20 sel.
H.K. Lands	\$63 nom.
Shanghai Lands	Tls. 169 buy.
Humphreys Estates	\$14 buy.
H.K. Realities	\$3.00 nom.
H.K. Tramways	\$15 buy, 15 1/2 sel.
Peak Tram (old)	\$12 buy.
Do. (new)	\$5.30 nom.
Star Ferries	\$38 nom.
China Lights	\$134 buy.
H.K. Electric	\$56 buy, 58 sel.
Macao Electric	\$282 nom.
Sandak Lights	\$5 nom.
Telephone	\$7.10 nom.
China Buses	Tls. 13 buy.
Singapore Tramways	1/8 nom.
Do. (Prof.)	16/8 buy.
China Sugar	\$1.05 sel.

(Continued at foot of next column.)

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "OANFA"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Godowns. The Cargo will be ready for Delivery from Godown on and after 28th March.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 18th April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

26th March, 1929. [7579]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s Steamers "ALPOBE"

ARRIVED HONG KONG ON 25th MARCH, 1929.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 16th April, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 25th Mar., 1929. [7578]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "TRAVE"

having arrived from BREMEN, HAMBURG and ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motor Ship "TRAVE" has taken at BREMEN and HAMBURG through Cargo for HONG KONG, Ex B.S. "MASCOT", S.S. "ALZEBUR", S.S. "LUDWIG", S.S. "KONG BAGNAR", S.S. "STAR", S.S. "ELEONRA", and S.S. "KONG BLOOM" from OSLO, GOTHENBURG, KOTKA and NORRKOPING.

All Goods remaining undelivered after the 1st of April, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Aho at 10 a.m. on the 28th of March, 1929.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for counter-signature.

MELCHERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN, Hong Kong, 24th Mar., 1929 [7568]

Malacca Sugar\$30 buy.

Canton Tea\$2 sel.

Cement (combined)(\$2.35 buy, 3.70 sel.)

Do. (old)\$1.40 buy.

Do. (new)\$7 nom.

H.K. Bopes\$7 nom.

United Asbestos\$5 nom.

Dairy Farms\$201 sel.

Walsura\$14 buy.

Der A. Wings\$90 cts. buy.

Jane Crawford\$21 sel.

Mackintosh\$20 nom.

Sincere\$11 buy.

Vin. Towels\$3.68 nom.

E.K. Amusement\$5 buy.

H.K. Construction\$11 sel.

B'que Indus. G.B. Bonds6 1/2 sel.

H.K. Govt. Loans\$1 1/2 prom. buy.

buy—buyers sel.—sellers; sa.—sales; nom.—nominal.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves Delivery may be obtained.

A General Average having been declared we are instructed by Owners to collect in Cash an Average Deposit of 5% of the actual c.i.f. value of the Goods plus 10% prior to delivery of the Cargo.

No Claims will be admitted by the Ship. Consignees should forward Claims to the Underwriter for transmission to the Adjusters Messrs. Hogg Lindley & Co., London.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 18th April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hong Kong, 22nd Mar., 1929. [7583]

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "AUSTRALIEN"

loading on or about 2nd April

For

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—

M.V. "Chile" 31st Mar.

M.S. "Africa" 18th Apr.

M.V. "Malaya" 23rd May

M.S. "Siam" 23rd May

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

MELBOURNE BANK BUILDING.

Telephone C. 4072. Agents.

(41)

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "AJAX"

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at the Godowns. The Cargo will be ready for Delivery from Godown on and after 28th March.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 18th April, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

28th March, 1929. [7574]

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles The Sunshin Belt via Honolulu. To Seattle and Victoria The Short, Straight Route to America. Fortnightly sailings on Tuesdays. Pres. Lincoln, Tues., Apr. 9th. Pres. Grant, Tues., Apr. 2nd, 1 a.m. Pres. Madison, Tues., Apr. 23rd. Pres. Cleveland, Tues., Apr. 16th. Pres. Jackson, Tues., May 7th. Pres. Pierce, Tues., Apr. 30th. Pres. McKinley, Tues., May 21st. Pres. Taft, Tues., May 14th.

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Monroe, Sun., Apr. 7.8 a.m. Pres. Hayes, Sun., May 19, 8 a.m. Pres. Wilson, Sun., Apr. 21.8 a.m. Pres. Polk, Sun., June 2, 8 a.m. Pres. Van Buren, Sun., May 5, 8 a.m. Pres. Adams, Sun., June 16, 8 a.m.

To Manila

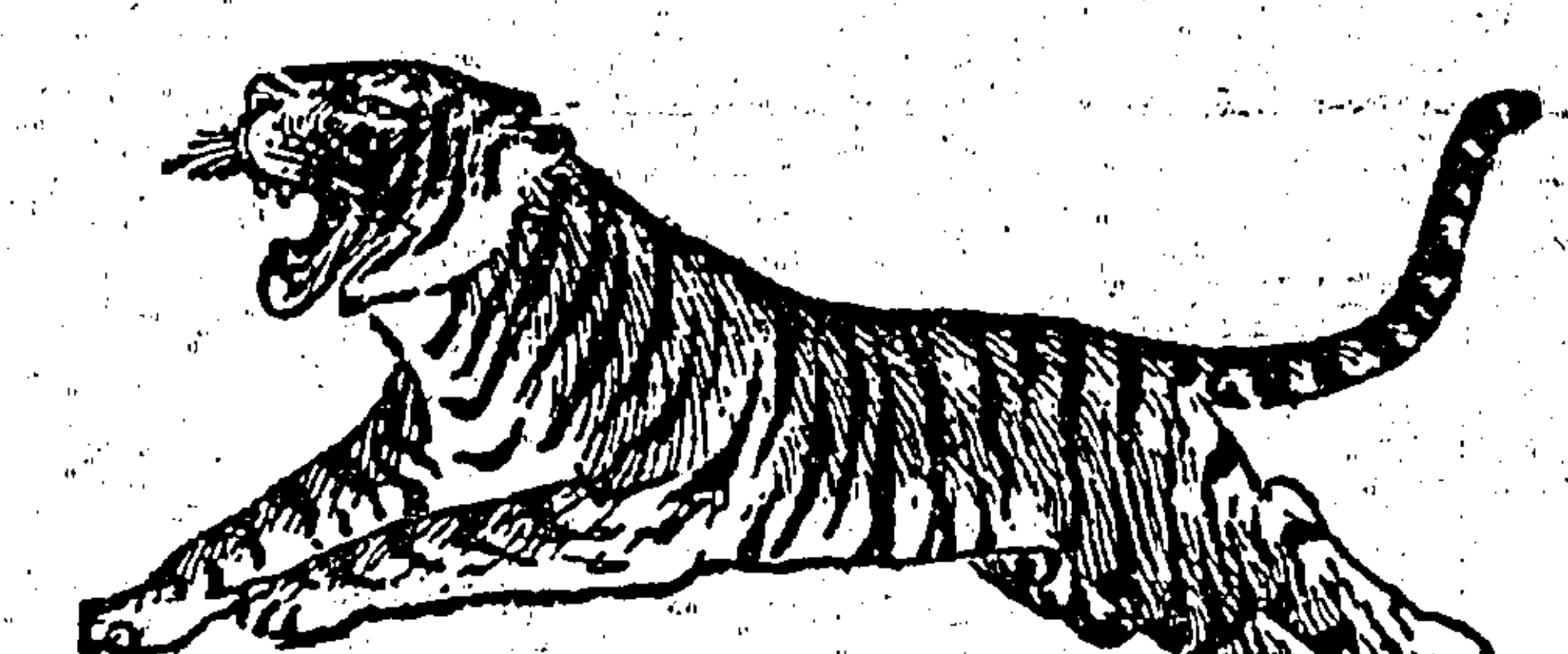
Pres. Lincoln, Mar. 30th, 6 p.m. Pres. Pierce, Apr. 23rd, 6 p.m. Pres. Cleveland, Apr. 9th, 6 p.m. Pres. Jackson, Apr. 27th, 6 p.m. Pres. Madison, Apr. 13th, 6 p.m. Pres. Taft, May 7th, 6 p.m.

For Bookings, Passengers and Freight Information apply to PEDDER BUILDING, Ground Floor. Telephone Central 2477, 2478 and 795. Cable Address "Dollar".

CANTON BRANCH—4, Sze Kai Street.

Dollar Steamship Line

and American Mail Line



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure—of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business, or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unequalled in curing the above diseases. The great demand for this BALM, which runs to MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Large Pots 60 cents.
Small Pots 25 cents.

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man and you return home, trying to exact your "Pound of Flesh" from your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins, and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Monroe, Dollar, Apr. 7.
Pres. Wilson, Dollar, Apr. 21.

AMOI.

Chinhua, B. & S., Mar. 27.
Haiyang, Douglas, Mar. 29.
Tilawa, B.I., Mar. 31.
Anhui, B. & S., Mar. 31.
Chinhua, B. & S., Mar. 31.
Tjikembang, J.C.J.L., Apr. 1.
Soochow, B. & S., Apr. 2.
Haiyang, Douglas, Apr. 2.
Tjikembang, J.C.J.L., Apr. 6.
Takiwa, B.I., Apr. 7.
Antung, B. & S., Apr. 7.
Shantung, B. & S., Apr. 9.
Tjikarang, J.C.J.L., Apr. 12.
Takada, F. & O., Apr. 13.
Namsang, Jardine's, Apr. 17.

ANTWERP.

Australien, Manners, Mar. 31.
Padua, P. & O., Apr. 2.
Hakusan Maru, N.Y.K., Apr. 6.
Chile, Manners, Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.

AUSTRALIAN PORTS.

St. Albans, E. & E., Mar. 29.
Chronos, Dodwell's, Apr. 1.
Changto, Butterfield, Apr. 16.
Aki Maru, N.Y.K., Apr. 24.

BALTI PORTS.

Australien, Manners, Mar. 31.
Saarbrücken, Melchers, Apr. 10.
Chile, Manners, Apr. 20.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

BALTIMORE.

Nairbank, Bank, Apr. 1.
Laomedon, Bank, Apr. 10.

BANGKOK.

Kwangtung, B. & S., Mar. 30.
Kalgan, B. & S., Mar. 31.
Kiangsu, B. & S., Apr. 7.

BOSTON.

Nairbank, Bank, Apr. 1.
Pres. Monroe, Dollar, Apr. 7.
Laomedon, Bank, Apr. 10.
Pres. Wilson, Dollar, Apr. 21.
Malayan Prince, Furness, Apr. 14.

BOMBAY.

Tottori Maru, N.Y.K., Mar. 28.
Yamagata Maru, N.Y.K., Mar. 31.
Mirapore, P. & O., Apr. 1.
Awa Maru, N.Y.K., Apr. 11.
Naldora, P. & O., Apr. 13.

BREMEN.

Saarbrücken, Melchers, Apr. 10.
Dessau, Melchers, Apr. 22.

BRINDISI.

Plave, Dodwell's, Mar. 30.
Viminale, Dodwell's, Apr. 3.

CALCUTTA.

Nagato Maru, N.Y.K., Mar. 28.
Tilawa, B.I., Mar. 29.
Suisang, Jardine's, Mar. 31.
Yuensang, Jardine's, Apr. 11.
Santia, B.I., Apr. 17.

CEBU.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.

CHEFOO.

Huichow, B. & S., Mar. 31.
Kweichow, B. & S., Apr. 13.

COLOMBO.

Tottori Maru, N.Y.K., Mar. 28.
Malwa, P. & O., Mar. 30.
Piave, Dodwell's, Mar. 30.
Yamagata Maru, N.Y.K., Mar. 31.
Mirapore, P. & O., Apr. 1.
Padua, P. & O., Apr. 2.

COPENHAGEN.

Australien, Manners, Mar. 31.
City of Khartoum, Bank, Apr. 8.
Chile, Manners, Apr. 20.
Sumatra, Gilman's, Apr. 21.

DALNY.

Afrika, Manners, Mar. 31.
Liangchow, B. & S., Mar. 31.
Ruh, Jeben, Apr. 5.
Tjikembang, J.C.J.L., Apr. 6.
Kandow, B. & S., Apr. 7.
Coblentz, Melchers, Apr. 12.
Vogtland, Jeben, Apr. 19.

DUTCH PORTS.

Australien, Manners, Mar. 31.
Calchas, B.F., Apr. 2.
Padua, P. & O., Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jeben, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Portbos, M.M., Apr. 7.
Saarbrücken, Melchers, Apr. 10.
Awa Maru, N.Y.K., Apr. 11.
Naldora, P. & O., Apr. 13.
Burgeland, Jeben, Apr. 16.
Mirapore, P. & O., Apr. 16.
Karmala, P. & O., Apr. 20.
Kitano Maru, N.Y.K., Apr. 20.
Pres. Wilson, Dollar, Apr. 21.
Chenonceaux, M.M., Apr. 22.
Dessau, Melchers, Apr. 22.

GENOA.

Leverkusen, Jeben, Apr. 5.
Pres. Monroe, Dollar, Apr. 7.
Saarbrücken, Melchers, Apr. 10.
Burgeland, Jeben, Apr. 16.
Lima Maru, N.Y.K., Apr. 19.
Pres. Wilson, Dollar, Apr. 21.
Euryades, B. & S., Apr. 20.

GLASGOW.

City of Khios, Bank, Mar. 29.
Antenor, B.F., Apr. 17.
Euryades, B. & S., Apr. 20.

GOTHENBURG.

Australien, Manners, Mar. 31.
Chile, Manners, Apr. 20.
Sumatra, Gilman's, Apr. 21.

HAIPHONG AND HOIHOW.

Kwangtung, B. & S., Mar. 30.

HAMBURG.

Padua, P. & O., Mar. 28.
Australien, Manners, Mar. 31.
Calchas, B.F., Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jeben, Apr. 5.
Saarbrücken, Melchers, Apr. 10.
City of Khartoum, Bank, Apr. 13.
Burgeland, Jeben, Apr. 16.
Chile, Manners, Apr. 20.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

HAVRE.

Australien, Manners, Mar. 31.
Euryades, B. & S., Apr. 20.
Chile, Manners, Apr. 20.

HONOLULU.

Tenyo Maru, N.Y.K., Apr. 3.
Pres. Lincoln, Dollar, Apr. 9.
Emp. of France, C.P.S., Apr. 10.
Korea Maru, N.Y.K., Apr. 17.
Rakuyo Maru, N.Y.K., Apr. 19.
Pres. Madison, Dollar, Apr. 23.

HULL.

Padua, P. & O., Mar. 28.

ILOILO.

Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.
Chronos, Dodwell's, Apr. 9.

JAPAN PORTS.

Koyei Maru, N.Y.K., Mar. 27.
Chenonceaux, M.M., Mar. 28.
Mayebashi Maru, N.Y.K., Mar. 28.
Duchessa d'Aosta, Dwell's, Mar. 28.
Mantua, P. & O., Mar. 29.
Formosa, Gilman's, Mar. 30.
Protestilaus, B.F., Mar. 30.
Lahore, P. & O., Mar. 31.
Tilawa, B.I., Mar. 31.
Africa, Manners, Mar. 31.
Esquiline, Dodwell's, Mar. 31.
Carnavanshire, Jardine's, Apr. 1.
Kidderpore, P. & O., Apr. 1.
Diomed, B. & S., Apr. 2.
Pres. Grant, Dollar, Apr. 2.
Kamo Maru, N.Y.K., Apr. 2.
Tamba Maru, N.Y.K., Apr. 2.
Tenyo Maru, N.Y.K., Apr. 3.
Ruh, Jeben, Apr. 5.
Nagano Maru, N.Y.K., Apr. 7.
Takiwa, B.I., Apr. 7.
Yokohama Maru, N.Y.K., Apr. 8.
Athos II, M.M., Apr. 9.
Pres. Lincoln, Dollar, Apr. 9.
Emp. of France, C.P.S., Apr. 10.
Kalyan, P. & O., Apr. 10.
Nanking, Gilman's, Apr. 12.
Coblentz, Melchers, Apr. 12.
Toba Maru, N.Y.K., Apr. 12.
Kalyan, P. & O., Apr. 12.
Glengarry, Jardine's, Apr. 13.
Takada, P. & O., Apr. 13.
Jeppore, P. & O., Apr. 13.
Katori Maru, N.Y.K., Apr. 15.
Arafura, E. & A., Apr. 16.
Pres. Cleveland, Dollar, Apr. 16.
Rosandra, Dodwell's, Apr. 18.
Korea Maru, N.Y.K., Apr. 17.
Namsang, Jardine's, Apr. 17.
Rakuyo Maru, N.Y.K., Apr. 19.
Vogtland, Jeben, Apr. 19.
Tathibius, B.F., Apr. 20.
Delhi, Gilman's, Apr. 22.
Toya Maru, N.Y.K., Apr. 22.
D'Artagnan, M.M., Apr. 23.
Pres. Madison, Dollar, Apr. 23.
Talamba, B.I., Apr. 24.
Romolo, Dodwell's, Apr. 25.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

KALGA.

St. Albans, E. & E., Mar. 29.
Mausang, Jardine's, Apr. 5.
Chronos, Dodwell's, Apr. 9.
Hinsang, Jardine's, Apr. 13.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI	"YINGPO"	On 29th Mar.	9 a.m.
HONGKONG, SHANGHAI & SWATOW	"KWANGTUNG"	On 30th Mar.	10 a.m.
SWATOW & SHANGHAI	"CHUSAN"	On 30th Mar.	5 p.m.
SWATOW & SHANGHAI	"ANHUI"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"CHINHUA"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"LIANGHONG"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"CHENYAN"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"SUZYANG"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"KIANGSE"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"KANCHOW"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"KUEICHO"	On 31st Mar.	8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE,**
TELEPHONE CENTRAL 36.
AGENTS.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTSThrough Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports
Excellent & Most Comfortable First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

Steamer	Days Home	Days to Exit
CHANGTE	9th April	18th April
TAIPING	11th May	18th May
CHANGTE	11th June	18th June
TAIPING	9th July	18th July

For Freight and Passage apply to—**BUTTERFIELD & SWIRE,**
TELEPHONE CENTRAL 36.
AGENTS.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "LAOMEDON"	... via Suez Canal	10th April
S.S. "HUXENOR"	... via Suez Canal	8th May
S.S. "CITY OF LILLE"	... via Suez Canal	17th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, ON THE BANK LINE, LTD., HONG KONG.
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "MALVAN PRINCE" ... 14th April

M.V. "ROYAL PRINCE" ... 10th May

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince King's Building.



FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.		To Yokohama via Shanghai and Kobe.	
PORTHOUS	... 9th Apr.	CHENONCEAUX	... 23rd Mar.
CHENONCEAUX	... 23rd Apr.	ATHOS II	... 9th Apr.
ATHOS II	... 7th May	D'ARTAGNAN	... 23rd Apr.
D'ARTAGNAN	... 21st May	SPHINX	... 7th May
SPHINX	... 4th June	ANGKOR	... 21st May
ANGKOR	... 18th June	ANDEE LEBON	... 4th June
ANDEE LEBON	... 2nd July	G. METZINGER	... 18th June
		ANGERS	... 2nd July

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.
Telephone: C. 651, 652, 740. 8, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

MARCH 25, 1929.														MARCH 26, 1929.													
STATION	Hour	Knots	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND				WIND (Direction)	Hour	Knots	BAROMETER AT SEA LEVEL		TEMPERATURE	HUMIDITY	WIND				WIND (Direction)					
			Inches	Milli.			Direction	Force	Force (Knots)	Inches				Milli.	Direction			Force	Force (Knots)								
Wladivostok	12	30.28	769.2	38	...	...	NNW	3	b	...	6	30.32	770.1	27	...	...	...	...	...	...	0	b					
Nomuro	11	29.70	754.5	...	...	...	WNW	3	...	...	5	30.18	766.5	...	...	...	...	W	...	...	1	...					
Hokodate	...	30.04	763.0	...	...	...	W	5	1	...	...	30.30	769.5	...	...	...	...	WNW	...	...	1	...					
Tokio	...	30.00	762.0	...	...	...	E	1	...	...	...	30.34	770.6	...	...	...	...	NE	...	...	1	...					
Kochi	...	30.02	763.5	...	...	...	...	...	...	...	...	30.10	764.5	...	...	...	...	...	...	...	...	...					
Nagasaki	...	30.02	762.5	...	...	...	N	1	...	...	...	29.92	760.0	...	...	...	...	SE	...	...	1	...					
Kagoshima	...	30.02	762.5	...	...	...	...	...	...	...	...	29.94	760.5	...	...	...	...	ENE	...	...	1	...					
Oshima	...	29.98	761.5	...	...	...	S	1	...	...	...	29.82	757.5	...	...	...	...	S	...	...	3	...					
Naha	...	29.94	760.5	...	...	...	SE	2	...	...	...	29.86	758.5	...	...	...	...	SE	...	...	1	...					
Ishigakijima	...	29.88	759.0	...	...	...	S	3	...	...	...	29.84	758.0	...	...	...	...	SW	...	...	1	...					
Bonin Island	...	30.14	765.3	...	...	...	SSE	1	...	...	...	30.14	765.5	...	...	...	...	E	...	...	...	...					
Chefoo	15	30.11	764.8	44	68	...	NE	2	b	...	6	30.05	763.2	43	63	...	...	NW	...	...	1	...					
Shanghai	14	29.81	757.2	55	81	...	NNE	2	...	...	...	29.88	758.0	50	87	...	...	WNW	...	...	4	...					
Gutzwillg	...	29.85	758.2	58	93	...	NNE	2	of	...	...	29.90	759.4	48	100	...	...	...	...	...	...	...					
Sharp Peak	...	30.24	763.1	81	67	...	SW	1	...	...	7	29.84	757.9	69	80	...	...	...	...	...	4	...					
Amoy	...	29.79	756.6	78	78	...	SSE	4	b	b	6	29.80	756.9	65	91	...	...	E	...	...	2	...					
Swatow	...	29.82	757.5	77	79	...	S	2	2	b	b	...	...	...	...	...	...	...	...	...	...	...					
Taihu	11	29.87	758.7	84	58	...	W	2	2	2	b	5	29.81	757.2	72	94	...	...	...	...	...	...					
Taihu	...	29.81	759.6	84	...	...	SSE	2	2	2	...	...	29.86	758.4	68	...	...	...	...	...	...	...					
Taiwan	...	29.88	759.0	86	...	...	S	2	2	2	b	...	29.84	757.8	70	...	...	...	...	...	...	...					
Koshun	...	29.88	759.6	...	...	...	SSE	2	2	2	...	...	29.81	757.2	...	...	...	...	...	...	...	...					
Pescadores	...	29.91	759.6	77	...	...	W	2	2	2	...	...	29.84	757.3	73	...	...	SE	...	...	3	...					
Hong Kong	14	29.80	756.9	73	86	...	E	3	...	...	6	29.81	757.2	71	97	...	...	ENE	...	...	1	...					
Gap Rock	...	29.78	756.6	...	...	...	ESE	3	...	...	...	29.81	757.3	...	...	...	ESE	...	...	...	3	...					
Macao	...	29.76	756.0	79	76	...	SSE	4	...	...	...	29.82	757.5	70	98	...	...	SE	...	...	2	...					
Hoihow	...	29.66	753.3	94	54	...	SSE	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Pratas Island	...	29.92	759.9	81	79	...	NE	2	2	b	...	29.83	757.7	73	95	...	...	E	...	...	1	...					
Phulien	15	29.67	753.6	73	100	...	SE	4	rf	...	7	29.73	755.1	72	...	...	SE	...	...	...	6	...					
Tourane	...	29.67	753.6	...	...	...	SSW	2	...	...	...	29.74	755.4	75	...	...	...	SW	...	...	4	...					
Cape St. James	...	29.79	756.6	84	...	...	SSE	2	...	...	...	29.83	757.7	75	...	...	...	SSW	...	...	2	...					
Basco	14	29.78	756.3	82	81	...	SE	4	...	...	6	29.81	757.2	77	92	...	...	...	...	...	...	...					
Apurri	...	29.75	755.7	86	71	...	N	4	...	...	...	29.81	757.2	75	94	...	...	S	...	...	2	...					
Tuguegarao	...	29.75	755.7	86	41	...	S	2	2	...	...	29.84	757.6	72	98	...	...	...	...	...	...	...					
Vigan	...	29.76	756.0	88	65	...	WNW	4	...	...	...	29.80	756.9	79	85	...	...	W	...	...	1	...					
Manila	...	29.76	756.0	93	40	...	E	2	2	...	...	29.84	757.8	72	88	...	...	NE	...	...	1	...					
Legaspi	...	29.78	756.3	86	68	...	ENE	2	...	...	...	29.82	757.5	79	...	...	...	...	...	...	0	...					
Calbayog	...	29.76	756.0	86	75	...	SW	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Tacloban	...	...	...	...	...	...	...	...	...	...	...	29.82	757.5	77	92	...	...	WNW	...	...	2	...					
Ililo	...	29.73	755.1	90	60	...	NE	4	...	...	...	29.80	756.9	77	86	...	...	NE	...	...	4	...					
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Surigao	...	29.74	755.4	86	68	...	E	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Saipan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Guam	12.22	29.80	756.9	...	...	...	NE	4	...	...	4.22	...	...	...	...	...	...	...	...	...	...	...					
Yap	11.00	29.76	756.0	...	...	...	NE	4	...	...	5	29.81	757.2	...	...	...	...	ENE	...	...	4	...					
Pelew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
Labuan	14	29.79	756.6	84	83	...	NE	4	...	...	6	29.82	757.4	80	87	...	...	...	...	...	2	...					

March 26d, 10h. 53m.—The Bonina anticyclone has dispersed. The other is central to the east of Wladivostok.

Depressions are shown over the Eastern Sea and over north Indo-China.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 1.52 inches, against an average of 3.53 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 27th.

- 1.—Formosa Channel ... Light, variable winds.
2.—South coast of China between Hong Kong and Lamock ... S.E. or variable winds, moderate; generally overcast, some rain and fog.
3.—Hong Kong to Gap Rock ...
4.—South coast of China between Hong Kong and Hainan ...

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Barometer	Hong Kong Observatory, Mar. 26.		
	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.76	29.87	29.80
Temperature	73	73	74
Humidity	86	83	85
Wind	E	E	E
Direction	E	E	E
Force	3	3	1
Weather	C	OM	CM
Rain	0.00	0.00	0.00

Highest open-air Temperature, 25.73

Lowest open-air Temperature, 26.70

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From March 27 to April 2, 1929.

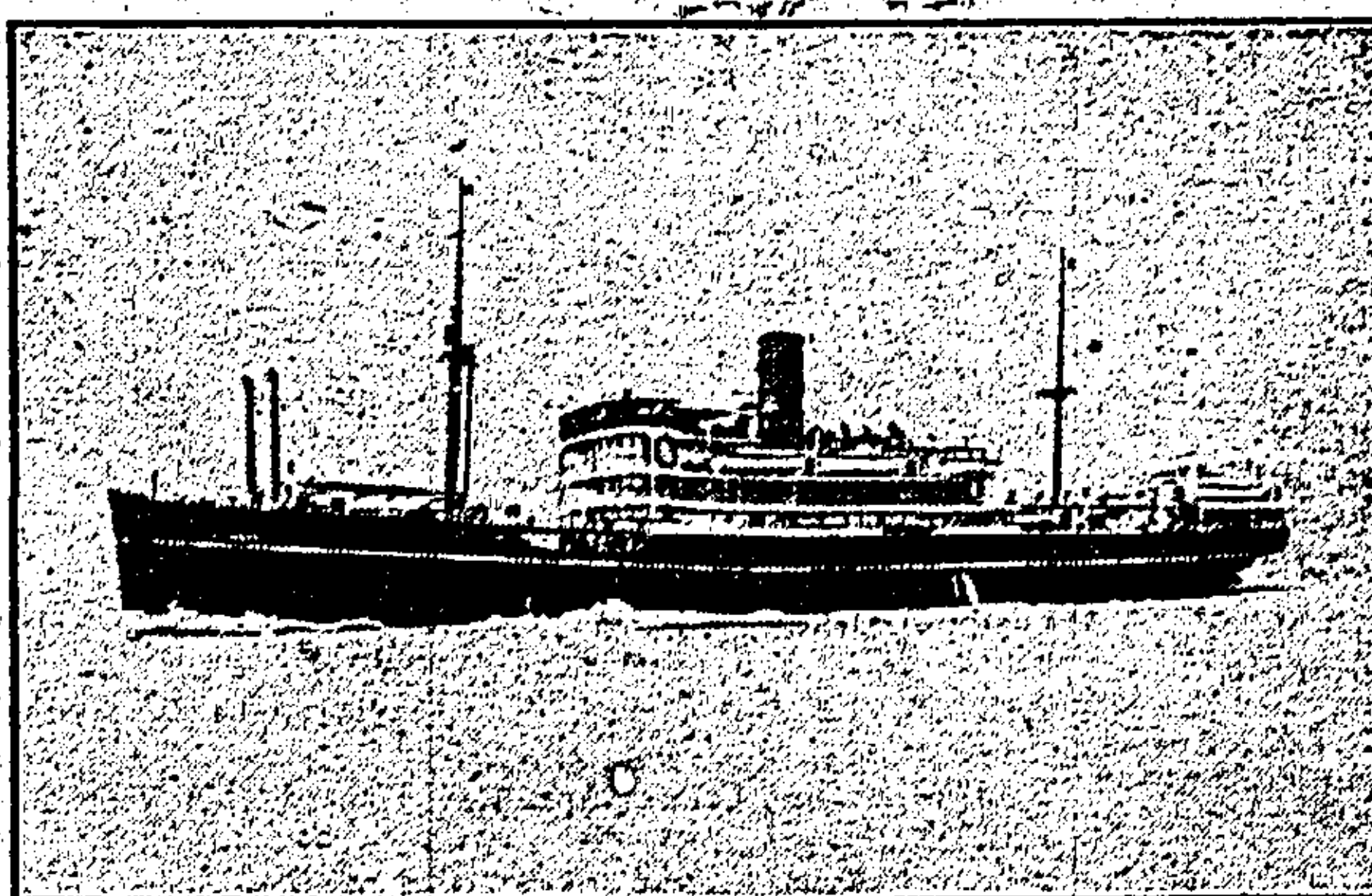
From March 27 to April 2, 1939									
High Water.					Low Water.				
Week.	Date	Month	Hong Kong Standard Time.	Height.	Week.	Date	Month	Hong Kong Standard Time.	Height.
Wed.	27	10	h. m. 42	5.7	h. m. 48	5.1	11	35	4.5
Thur.	28	11	03	5.8	4	51	5.2	11	19
Fri.	29	11	01	5.9	5	00	5.3	11	00
Sat.	30	11	02	6.0	5	21	5.4	10	48
Sun.	31	11	04	6.1	5	39	5.5	10	38
Mon.	1	11	05	6.2	5	48	5.6	10	28
Tues.	2	11	06	6.3	5	57	5.7	10	18
		1	56	5.9	11	27	5.8	10	08

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager.

E. M. DYER, Esq., M.L.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamer	Date
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wed. 27th Mar., at 10 a.m.
	"KWAIKANG"	Sun. 31st Mar., at 7 a.m.
	"FOOSHING"	Wed. 3rd Apr., at 7 a.m.
	"HOPSANG"	Sun. 7th Apr., at 7 a.m.
KOBE via AMOY & MOJI	"NAMSANG"	Wed. 17th Apr., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE	"HOSANG"	Fri. 25th Apr., at 7 a.m.
STRAITS & CALCUTTA	"SUISANG"	Sun. 31st Mar., at 10 a.m.
	"YUENSANG"	Thurs. 11th Apr., at 3 p.m.
SANDAKAN	"MAUSANG"	Fri. 5th Apr., at 3 p.m.
	"RINSANG"	Satur. 13th Apr., at 3 p.m.
TIENSIN	"CHEONGSHING"	Satur. 30th Mar., at Noon
CANTON	"FOOSHING"	Wed. 27th Mar., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £22.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

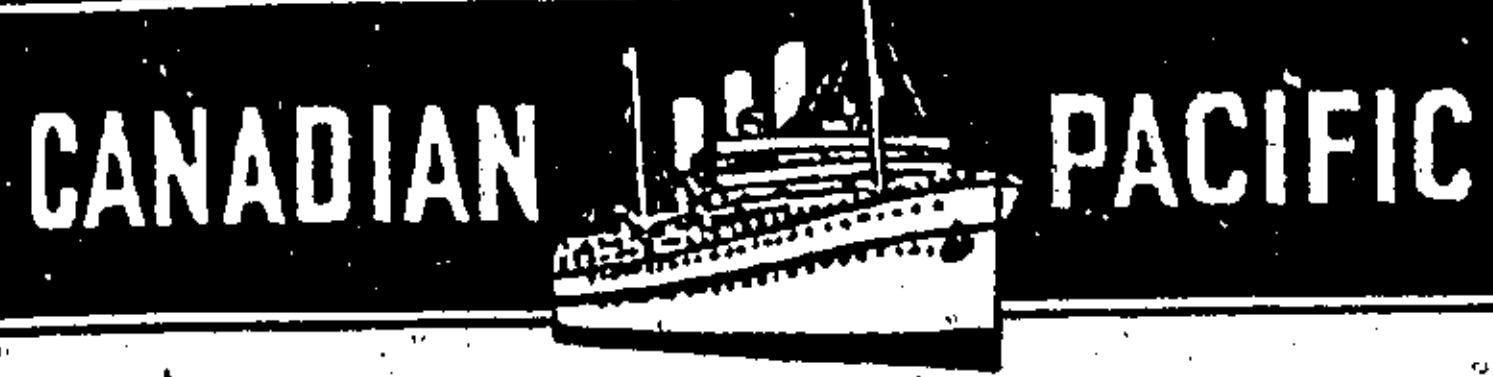
Motor Vessel "GLENABRY"	... 3rd April
Motor Vessel "GLENFIEL"	... 1st May
Motor Vessel "GLENBEG"	... 25th May
Steamship "GLENIFFER"	... 25th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNABYONSHIRE"	... 1st April
Motor Vessel "GLENBEG"	... 13th April
Steamship "PENBROOKSHIRE"	... 29th April
Steamship "GLENIFFER"	... 11th May
Steamship "CARMARTHENSHIRE"	... 27th May

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.



EASTER HOLIDAYS.

A DELIGHTFUL SEA TRIP

HONG KONG TO MANILA AND RETURN.

"EMPRESS OF FRANCE"

Leave HONG KONG ... 5 P.M., MARCH 29th.
Arrive MANILA ... 8 A.M., MARCH 31st.
Leave MANILA ... 4 P.M., APRIL 5th.
Arrive HONG KONG ... 7 A.M., APRIL 7th.

FARE FOR RETURN TRIP H.K. \$150.00 1st CLASS.
" " " " H.K. \$100.00 2nd CLASS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS"



THROUGH BOOKING TO EUROPE AT REDUCED RATES.

\$120, \$114, \$110, \$102, \$93, via SAN FRANCISCO.

\$9440, \$9420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Wednesday, 2nd Apr.

KOREA MARU ... Wednesday, 17th Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU ... Monday, 8th Apr.

MISHIMA MARU ... Saturday, 6th May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAUSAN MARU ... Saturday, 6th Apr.

KITANO MARU ... Saturday, 20th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 24th Apr.

KAGA MARU ... Wednesday, 24th May

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Thursday, 28th Mar.

YAMAGATA MARU ... Sunday, 31st Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Friday, 19th Apr.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Friday, 5th Apr.

NEW YORK via PANAMA.

MAYEASHI MARU ... Thursday, 28th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU ... Friday, 19th Apr.

CAIRO via Singapore, Penang & Rangoon.

NAGATO MARU ... Friday, 29th Mar.

SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU (omit S'hai) ... Friday, 29th Mar.

KAMO MARU ... Tuesday, 2nd Apr.

KATORI MARU ... Monday, 15th Apr.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchanges to all Depts.)



KONINKLIJKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVI.)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 28th March, 1929, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, CHANGI ROAD. [13]

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,700 TONS;
THROUGH CARGO
15,400 TONS.

During the 24 hours ended at 9 a.m. yesterday the general returns shown at the Harbour Office of cargoes carried by vessels arriving in Hong Kong were as follows:—

Cargoes for Through

H.K. Ports.

Borneo, Saigon 2,300 —

Hong Hwa, Rangoon 390 1,270

Kalgan, Bangkok 1,231 —

Rio Dorado, Cardiff 1,064 6,383

American, 4,983 7,553

Pres. Grant, S. Francisco 1,804 2,737

German, 1,904 2,737

Ermland, Tsingtao — 3,430

Song Bo, Haiphong 1,043 —

Norwegian, 1,042 —

Halldor, Bangkok 2,036 —

Japanese, 2,036 —

Times Maru, Keelung 700 1,900

Chinese, Cheung An, Shanmai 10 —

Total 10,757 15,470

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

Arr. Dept.

British 4 4

American 2 1

German 1 3

Danish 0 1

French 1 1

Dutch 1 1

Norwegian 1 1

Japanese 1 5

Chinese 1 2

Total 12 18

The R.M.S. Empress of Asia arrived at Kobe yesterday at 7.30 a.m. and left at 5 p.m. She is due at Yokohama at 3 p.m. to-day and leaves at 3 p.m. to-morrow.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

The R.M.S. Empress of France arrived at Shanghai yesterday at 12.30 p.m. and leaves Shanghai to-day at 9.30 a.m. She is due at Hong Kong on Friday morning and leaves for Manila at 5 p.m. the same day.

DAILY WATERFRONT NEWS.

A NEW BRITISH ARRIVAL.

S.S. RIO DORADO.

Among vessels arriving in Hong Kong yesterday was the S.S. Rio Dorado (British) which was making her first visit to the port. She is owned by the Thompson Steamship Co. Ltd. for whom Messrs. Dodwell & Co. are the local agents. The vessel arrived from Cardiff with a cargo of iron and steel goods for Hong Kong and 8,000 tons of general merchandise for through ports.

She was built in 1924 for the Blyth Steamship Building Company and D.P. Ltd. of Blyth with a gross tonnage of 2,788 tons, and a net tonnage of 1,507 tons. Her engines which develop 444 N.H.P. were installed by the North East Marine Engineering Company of Newcastle. The ship's dimensions are: Length 380 ft., Beam 54 ft., and Depth 25 ft.

Captain P. Barracough is in command. Her sister ship the Rio Diamante, operated by the same Shipping Company, arrived here on her first visit early in the month.

Twenty-four Boatpeople Fined. Twenty-four mistresses of sailors and boatmen were fined \$10 each with the alternative of 10 days' hard labour by Commander G. F. Hole at the Marine Court yesterday morning for making fast to the S.S. Schlesien (German) whilst underway in the Central Fairway.

Lance-Sergeant Oliver prosecuted and all defendants pleaded guilty.

Birth During the Voyage.

The master of the S.S. Hong Hwa (British) which arrived from Rangoon and Singapore reports a birth during the voyage five days after leaving Singapore.

Easter Holidays.

A notice in the harbour office states that the whole department will be closed on Friday, March 29. On Saturday, March 30, and Monday, April 1, the Entry and Clearance office will be open from 10 a.m. to 12 noon and the Junk Office will be open from 11 a.m. to noon.

Asiatic Deck Passengers.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Borneo (British) Saigon... 100

Kalgan (British) Bangkok... 52

Pres. Grant (U.S.A.) San Francisco and Shanghai... 302

Song Bo (French) Haiphong... 9

Halldor (Norwegian) Bangkok and Saigon... 11

Cheung On (Chinese) Shanmai... 100

Total... 574

AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE and ADELAIDE via MANILA.

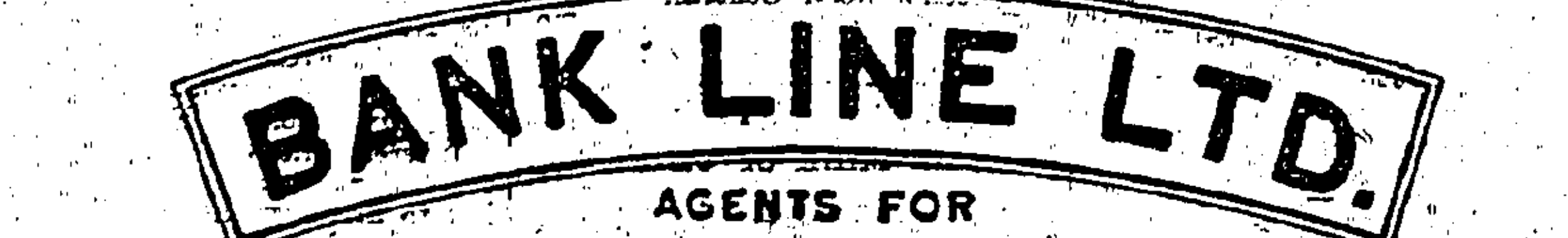
HOLOLO, SANDAKAN, BALIKPAPAN and BERAUL.

S.S. "CHRONOS" sails on or about ... 24th April

For Freight and Passages, Apply to—

DODWELL & CO. LTD.

Queen's Building, Tel. Central 1030.



AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF KHARTOUM" ... London, Rotterdam, Amsterdam & Hamburg ... 13th April

"CITY OF DELHI" ... London, Rotterdam, Amsterdam & Hamburg ... 9th May

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg ... 10th June

NEW YORK, BOSTON & BALTIMORE

"CITY OF LILLE" ... via Suez Canal ... 17th May

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

